

Northern Jefferson Davis Special Area Plan



(Your children) dwell in the house of tomorrow, which you cannot visit, not even in your dreams.

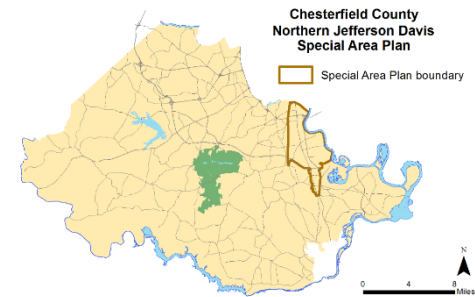
Kahlil Gibran

A Plan to provide detailed guidance and recommendations for the future growth and development of the Northern Jefferson Davis Special Area Plan Community.

The Northern Jefferson Davis Special Area Plan

Executive Summary

The Northern Jefferson Davis Special Area Plan includes about 13.5 square miles of the county. It is centered on an 8.5-mile section of Jefferson Davis Highway, which joins the area's many and diverse neighborhoods, businesses, and industries. Jefferson Davis Highway is one of the county's oldest and most important highways, where some of the county's first modern subdivisions developed, as well as many of the county's major industries.



The Northern Jefferson Davis community is characterized by:

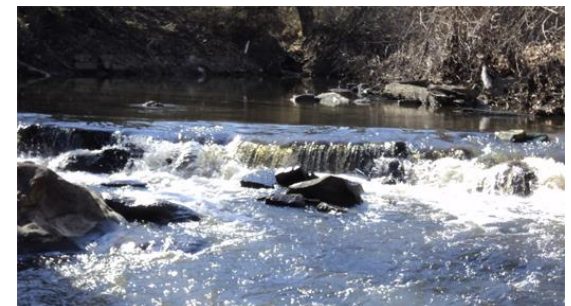
A rich fabric of historic resources of local, state and national significance.



The distinct neighborhoods of Ampthill, Bensley, and Bellwood, each with a unique sense of history and community, strengths, and opportunities.



Abundant natural resources (stream valleys and river frontage) that provide opportunities to enhance the community as a destination for tourism and recreation.



An extensive transportation network with access to I-95, Chippenham Parkway, and Route 288, and extensive rail service, providing area businesses and industries with access across regional, national, and international markets.

One of the county's prime economic development opportunity areas that includes the Chester Campus of John Tyler Community College.



THE CONCEPTS EMBODIED IN THE NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN:

Stabilize and improve existing neighborhoods.

Market the community as a great place in which to live, work, raise a family, visit, and invest in the future.

Build a system of pedestrian and bicycling improvements along Jefferson Davis Highway, along area stream corridors, and within neighborhoods.



Enhance gateway areas, which provide visitors with their first impressions of the community.

Relocate commercial uses that serve primarily customers outside the community from nearby neighborhoods, and encourage new neighborhood commercial uses near neighborhoods.

Improve the appearance and function of Jefferson Davis Highway as a transportation corridor, a neighborhood 'Main Street', and a community asset.

Provide services within the community to support residents and employees locally.

Promote a sense of place by creating mixed use, walkable neighborhoods.

Create a new downtown as the center of community activity and vibrancy.



Continue to increase the area's potential for new economic development.

Support community leadership in implementing this Plan.

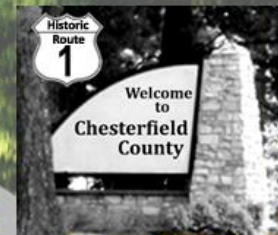


**THE GOAL OF THE NORTHERN JEFFERSON
DAVIS SPECIAL AREA PLAN:**

***THE NORTHERN JEFFERSON DAVIS AREA IS
A PLACE WHERE RESIDENTS, BUSINESSES
AND THE COUNTY INVEST IN COMMUNITY.***

**THE VISION OF THE NORTHERN JEFFERSON
DAVIS SPECIAL AREA PLAN:**

***A PLACE WITH A PAST
A PLACE WITH A FUTURE***



Northern Jefferson Davis Special Area Plan Community

A Place with a Past, a Place with a Future

10 minutes from downtown Richmond via toll-free I-95
Access by road and rail to regional, national, and international markets
Large industrial employment base
Expanding infrastructure
Land available for economic development
Sites with potential for redevelopment
New projects planned or under construction (residential, commercial, industrial)
Rich in local, state, and national history
Built and planned recreational amenities (parks, stream access, and access to the James River)
Established, affordable neighborhoods



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Section 1: Introduction – Plan Overview

What Is A Special Area Plan?

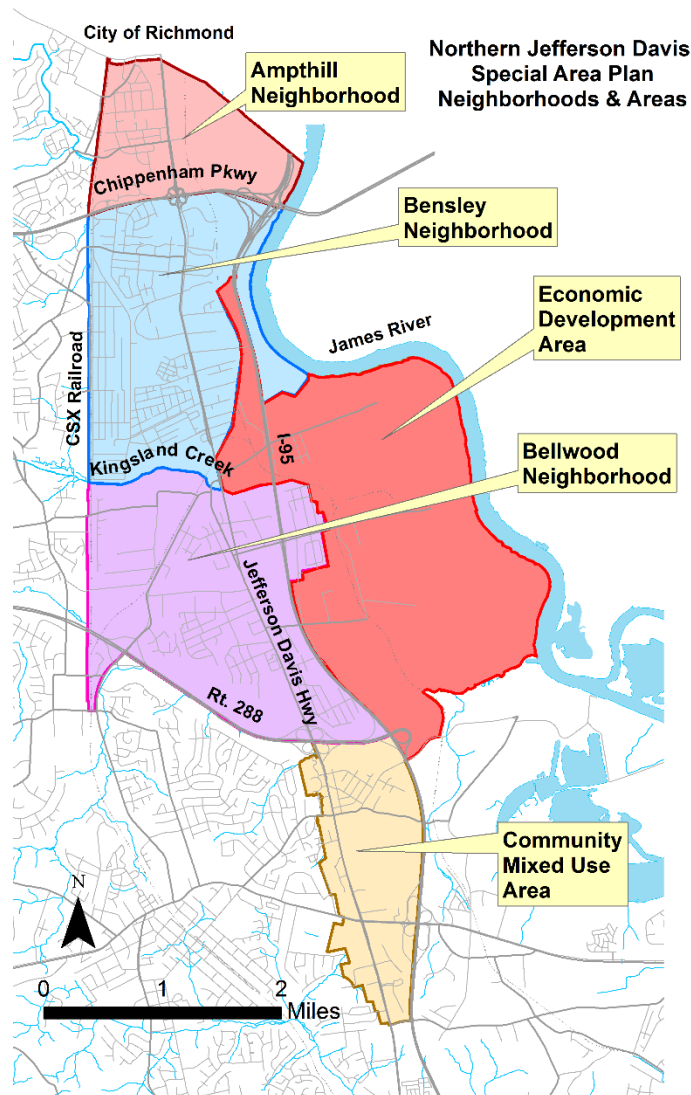
A Special Area Plan promotes the future growth of a community in greater detail than can be done in the countywide Comprehensive Plan. The Special Area Plan serves as a guide for land development, redevelopment and revitalization decisions, programs, ordinances, and policies. The recommendations of the Northern Jefferson Davis Special Area Plan are based on information gathered from county departments and the community, and identifies ways to make this community an even better place in which to live, work, invest, raise a family and visit.

WELCOME TO THE NORTHERN JEFFERSON DAVIS COMMUNITY

The Northern Jefferson Davis Special Area Plan includes about 13.5 square miles. It is centered on an 8.5 mile segment of Jefferson Davis Highway. This highway provides the backbone of the community's many and diverse neighborhoods, development patterns and cultural, historic, and economic interests.

PLAN AREA BOUNDARIES

The Plan includes the Route 1/301 and I-95 corridors north of Old Bermuda Hundred Road. It is bounded to the north by the City of Richmond, to the south by Centralia Road, Chester Road, Route 288 and Old Bermuda Hundred Road, to the east by the James River, Proctor's Creek, Coxendale Road, and I-95, and to the west by the CSX Railroad and the Village of Chester.



A BRIEF HISTORY OF THE COMMUNITY

The Northern Jefferson Davis community has many historic resources of local, state and national significance. These relate to several major periods of Virginia history including early English settlement, the plantation system, the Civil War, the Victorian era, and the age of rail and of the automobile.

In the early 19th Century, the Manchester and Petersburg Turnpike was chartered as a toll road to improve overland travel between the cities of Richmond and Petersburg. This road eventually included a gravel road bed, milestones, culverts and bridges. A stone bridge over Falling Creek is the only surviving pre-20th Century bridge in the county.



Halfway House

Built in 1760, Halfway House served as a rest stop between Richmond and Petersburg until the late 19th Century.

In the early 20th Century suburban neighborhoods, such as Amphill and Bensley, began to develop near emerging industries along the Richmond and Petersburg Electric Railway. This railway generally paralleled Jefferson Davis Highway and provided convenient transportation between Richmond and Petersburg and points between. This allowed families to live outside of urban centers and commute into town for work, shopping and entertainment. Until construction of Interstate 95 (I-95) in the mid 1950's, Jefferson Davis Highway (Route 1/301) was the major north/south highway on the east coast between Florida and Maine. The corridor was lined with businesses supporting the traveling public and surrounding residential neighborhoods.

With the completion of I-95, business demand along the length of Jefferson Davis Highway declined and shifted to areas more accessible to I-95. With the suburban growth of Chesterfield during the second half of the 20th Century housing options increased and many workers and new families chose to move into newer subdivisions further west.

THE NORTHERN JEFFERSON DAVIS COMMUNITY TODAY

A unique and important part of Chesterfield County's history, Jefferson Davis Highway and its surrounding neighborhoods, commercial uses, and industries offer a variety of housing, business, and employment opportunities. With access to I-95, Chippenham Parkway, and Route 288 and with extensive rail service, industries have access across regional, national, and international markets, fostering economic development that benefits the county and its citizens. The area's rich history and natural resources (stream valleys and river frontage)

provide opportunities to enhance the area as a destination for tourism and recreation.



New shopping center along Jefferson Davis Highway with historic mile marker preserved.

Neighborhood Information

The Plan includes the distinct neighborhoods of Ampthill, Bensley, and Bellwood. These neighborhoods are residential communities with associated commercial development along Jefferson Davis Highway, which either borders or bisects neighborhoods. Ampthill, Bensley, and Bellwood include some of the earliest subdivisions in the county. Each has a unique sense of history and community. All have both shared and unique strengths and challenges. These neighborhoods are discussed in more detail in the subarea section of this Plan.

In recent decades these neighborhoods have grown in diversity and now host the arrival of a growing Latino presence. While contributing greatly to the local economy, the revitalization of commercial areas, and to neighborhood vibrancy, this shift in demographics presents the community and the county with challenges such as a need to learn English as a second language.

STAFF ANALYSIS

The Planning Department, in conjunction with other county departments and regional and state agencies, assessed conditions and analyzed demographic, land use, and infrastructure trends to understand the current and future needs in the area. The results were summarized and shared with public officials and interested citizens. This information, together with input from public officials and citizens, serve as the basis for the key findings and recommendations in this plan.

In addition, in recent years several studies of the Northern Jefferson Davis community have been produced by the county, the Richmond



The Jefferson Davis Association (JDA): a non-profit organization created in 1992 by civic and business leaders to address the revitalization challenges facing the historic Route 1 corridor in Chesterfield County.



Citizens and citizen group representatives gather to share a meal and discuss possible solutions to some of the challenges facing the Jefferson Davis Special Area Plan Community.

Regional Planning District Commission, Virginia Commonwealth University and consultants which have explored existing conditions in the area, produced inventories of conditions, and made recommendations for ways to improve and revitalize the area. These studies have been reviewed by staff and relevant findings and recommendations have been incorporated into this document.

COMMUNITY ENGAGEMENT

This Plan is the result of dedicated, cooperative work on the part of county staff, citizens and other area stakeholders, and elected and appointed officials. Staff met with these entities throughout the creation of this Plan document to provide opportunities for all to help shape its outcome.



Community engagement with the Latino Community at St. Augustine's Catholic Church.



Community engagement with the Bellwood Neighborhood at Bellwood Elementary School.



Community engagement at the Falling Creek Linear Park and Ironworks celebration in the Spring of 2015.

A summary of findings can be found on the county's web page at: <http://www.chesterfield.gov/jeffdavis/> . Additional information about this Plan amendment is also displayed, and new information is added as it becomes available.



Communication is at the heart of Community.



Section 2: Opportunities

Business Investment

The Plan includes one of the county's prime economic development opportunity areas. New development that brings jobs and revenues to the county and the community should be encouraged in areas recommended for economic development. The Plan recommends that programs be created to help area residents gain access to, and qualify for, well-paying local jobs.

However, potential impacts from existing and new businesses and industries in the area, such as noise and traffic, should be addressed, and the challenges of reuse and/or redevelopment of existing developed sites should be explored. The Plan recommends actions to address these concerns.

Technology Zone

Chesterfield County has developed incentives for investment along Jefferson Davis Highway and within nearby industrial areas by establishing the 3,800-acre Jefferson Davis Corridor Technology Zone. This Technology Zone offers incentives to businesses and industries to reinvest in the area. These are outlined on the county's web page at:

[HTTP://WWW.CHESTERFIELDBUSINESS.COM/PAGE.ASP?ID=14](http://www.chesterfieldbusiness.com/page.asp?id=14)

This Plan recommends that the county's efforts to promote economic development continue, and provides guidance on ways to ensure such development benefits the surrounding community.



Vastly (formerly Tranlin): a \$2 Billion Project with 2,000 Jobs coming to Chesterfield County.

Development Pattern

The Plan is bisected north and south by one of the county's oldest commercial corridors (Jefferson Davis Highway). It is home to some of the county's first modern subdivisions and includes areas that host many of the county's major industries. It also has undeveloped, industrially zoned sites with development potential.

Existing Zoning and Land Uses

The Plan geography is already zoned and developed for a mix of residential, commercial, and industrial uses. In some cases, the pattern of zoning and development has produced a mixing of development patterns that create challenges.

- In some places general commercial and industrial zoning and land uses are close to residential and neighborhood commercial areas, and do not comply with the development pattern recommended by this Plan.
- In areas identified for future industrial and regional uses many properties are currently zoned residentially and commercially, and are developed for residential and commercial uses.
- Residential and commercial uses continue to develop on vacant residentially and commercially zoned parcels where the Plan recommends that future industrial and regional uses should be development.



*Above: Existing development pattern along Jefferson Davis Highway.
Below: Potential redevelopment for residential mixed use.*



Development Standards

New standards, as recommended in this Plan, would require new commercial and industrial uses, expansion of existing uses, and redevelopment to better integrate with surrounding neighborhoods and improve the appearance of the corridor and the community.

- In areas where the Plan recommends residential mixed use, regional mixed use, and Corporate Office, Research and Development, and Light Industrial uses, the county should encourage development patterns that, over time, include higher density residences integrated with neighborhood commercial and employment uses.
- This pattern of development has occurred in many communities experiencing revitalization. It can create a greater sense of place, which fosters a greater sense of community and identity that attract new residents and businesses, improving the quality of life for current residents.
- This pattern can provide distinct destinations for events, venues, and visitors which also contribute to community vibrancy and strengthen the local economy.



*Above: Existing development pattern along Jefferson Davis Highway.
Below: Potential redevelopment for regional mixed use.*



Gateways

Attention should be directed to locations that serve as gateways into the community, such as the city/county boundary and the intersections of major roads. In addition to signage and landscaping, the pattern of development at these locations should impart a favorable first impression of the community and county. This Plan recommends standards for new development or redevelopment that encourage enhancement of gateway areas.



Gateway signage along Jefferson Davis Highway surrounded by existing commercial development.



Gateway signage along Jefferson Davis Highway at the E. I. DuPont Spruance Plant.

Environment

The Plan geography has an abundance of streams and river frontage. These features provide the community with recreational opportunities. Development of trails and other recreational facilities in, or near, stream corridors would create a system of greenways and improve environmental conditions. Such corridors provide access to historic sites and structures, as well as access to the James River, offering recreational opportunities to area residents and opportunities to attract visitors from throughout the region.



Ongoing research at the historic Falling Creek Ironworks site.



View of Falling Creek from shared use path and overlook at Falling Creek Linear Park.



Aerial view of Falling Creek and the James River Conservation Area.

Celebrate Community

Bringing together the area's diversity of neighborhoods, history, cultures, and business interests should be encouraged. Such efforts encourage residents, businesses, visitors, and the county to work together to achieve a shared vision for the community.



Housing

The neighborhoods within the Northern Jefferson Davis community include a mix of older and newer single family residences (in subdivisions and on acreage parcels), older and newer multi-family residences, and mobile home park residences.

Many of these neighborhoods are well maintained and stable; however, there are opportunities for improvement as neighborhoods age. In addition, providing more affordable housing can help many residents, who currently cannot buy or rent a house or apartment, to remain in their community and contribute to its future.

Improving existing housing, and introducing new housing, are recommended in this Plan. In addition, with the update of Moving Forward, The Comprehensive Plan for Chesterfield County, other housing options are being considered on a countywide basis, including:

- Transitional Housing, which can provide individuals and families in need with decent, safe and sanitary housing while facilitating their movement to independent living and self-sufficiency through individualized supportive services.
- Accessory dwelling units, such as having a second small dwelling right on the same grounds (or attached to) a single-family house.



Colony Village: a high quality, market rate apartment complex being developed (replacing an aging mobile home park and motel).



Winchester Greens and Market Square: affordable and market rate apartments and senior housing (replacing an aging apartment complex).



New homes in Rayon Park, made possible through public/private investment in new wastewater lines.



Home in Bensley neighborhood.



Homes in Amphill neighborhood.



Homes in Bellwood neighborhood.



New homes in Rachel's Way, a new subdivision in the Bellwood area.

Aesthetics and Beautification

Community beautification programs show the care residents and businesses have for their community. This Plan recommends consideration of new streetscaping infrastructure, business façade/site improvements, consistent and attractive community signs, and improved landscaping around public facilities. Neighborhood and business cleanup assistance should also be provided as area businesses and residents make further investments in the appearance and quality of their community.

Park Investment**Public parks**

Opportunities to invest in a connected system of parks, trails, water access, historic preservation, and adaptive reuse of historic sites and structures should be explored, with a goal to make the community a unique regional destination for recreation.

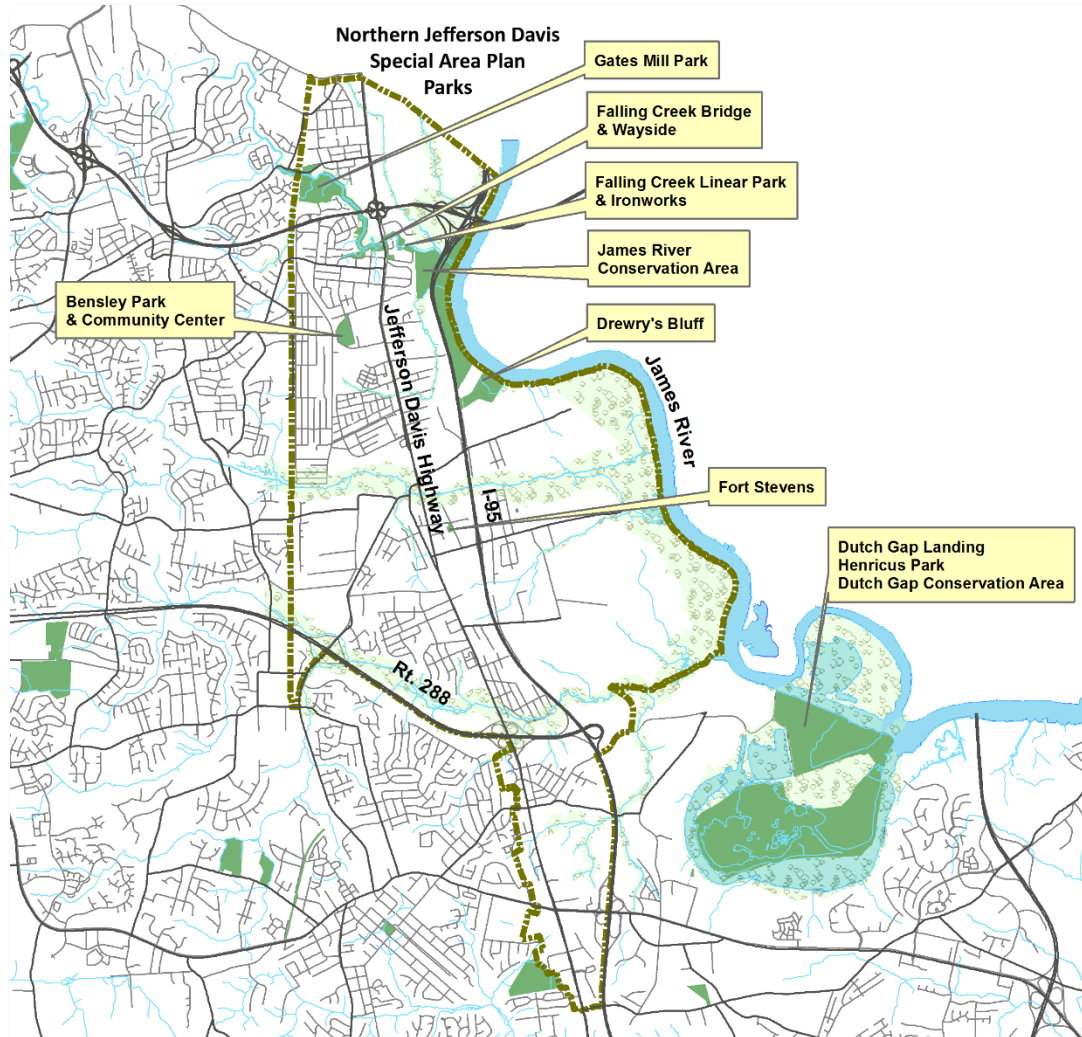
Several parks located in the community already provide active and passive recreation. These include Gates Mill Park, Falling Creek Linear Park and Ironworks Site, Bensley Park, Fort Stevens Park, and Drewry's Bluff. Henricus Park and the Dutch Gap Conservation Area are located nearby. The county has acquired about a mile of frontage along the James River at the mouth of Falling Creek for the James River Conservation Area. Plans for this area include passive recreation facilities and river access for boating. The community is also served by Bensley Community Building, one (1) of only two (2) community centers operated by the county.



Bermuda Estates Mobile Home Park: neighborhood-initiated cleanup effort, made possible with the county providing dumpsters and debris removal.



Drewry's Bluff (Fort Darling) a Civil War National Battlefield Park on the James River, close to the James River Conservation Area.



View of Falling Creek from the shared use path of Falling Creek Linear Park.



View of pedestrian bridge at Dutch Gap Conservation Area.

Opportunities to create connections along the James River, from the mouth of Falling Creek to Dutch Gap, should be explored.

Public/Private investment in parks and open space

Opportunities to create public space, as part of new residential and commercial development, should be considered. Such spaces could include small plazas and green spaces designed as focal points into existing or new neighborhoods and business areas. Public spaces contribute to social interactions and a sense of place. Public spaces should also be designed into mixed use projects and county facilities. Where possible, such spaces should be developed through public/private partnerships.



Public gathering at Falling Creek Linear Park Open Space located in front of Falling Creek Apartments.



A small, landscaped sitting area in Winchester Greens.

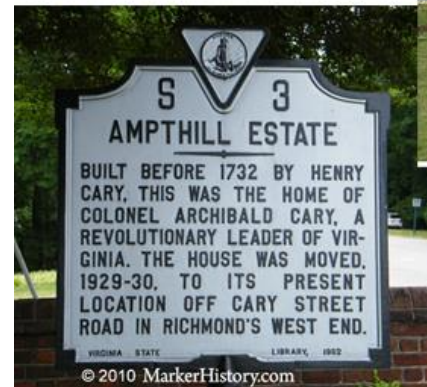


An example of a small, landscaped plaza within a commercial area.

Historic and Cultural Resources

The area includes a key cluster of regionally and nationally significant historic sites, including:

- Falling Creek Bridge:** The stone bridge over Falling Creek was one of the earliest stone bridges in the state. Constructed about 1824, the bridge played an important early role in linking Richmond and Petersburg. The bridge fell out of use in 1933 and became Virginia's first wayside park. The bridge was heavily damaged during Hurricane Gaston in 2004.
- Falling Creek Ironworks:** The site consists of subsurface remains of an iron manufacturing facility which dates to 1619. The facility was the first ironworks in English North America and is clearly documented in the records of the Virginia Company of London. The furnace was destroyed in 1622 by Native Americans. Several later attempts to revive the ironworks resulted in mixed success. A museum and visitor's center is planned for the site.
- Cary Forge:** The site consists of subsurface remains of a 1750s forge operated by Archibald Cary, who was known as "The Wheelhorse of the (American) Revolution." The facility supplied Revolutionary War forces and was destroyed by the British under Benedict Arnold in 1781.
- Halfway House:** Established in 1743, Half Way House was a resting place for all those traveling on the Petersburg Coach line (as it was half way between Richmond and Petersburg). Among its most famous guests were the Marquis de Lafayette,



Generals Robert E. Lee and Ulysses S. Grant, Patrick Henry, Thomas Jefferson, and George Washington.

- Drewry's Bluff (Fort Darling): This site is a Richmond National Battlefield Park (Civil War) preserving and interpreting key Confederate fortifications of Richmond along the James River.

Other historic structures and sites include farm houses and mid-20th Century cottage motels that served the traveling public when Jefferson Davis was the main East Coast highway, prior to the construction of I-95.

Opportunities to promote the area's history and attract visitors and businesses to the community are initiatives recommended in this Plan.



Historic home (Taylor-McCarthy House) in Bensley.



Snow White Motel in Bellwood, a reminder of a time when the community served the traveling public along Historic Route 1.

Transportation

The community is served by a network of collector, arterial and limited access roads. In addition, the Greater Richmond Transit Company (GRTC) provides public bus service into the northern portion of the Plan area at locations north of Chippenham Parkway.

Chesterfield County's Coordinated Transportation Program, Access Chesterfield, provides curb-to-curb transportation services to county residents who are disabled, aged 60 or older, or meet income eligibility requirements. Eligible riders purchase a book of one-way vouchers for this service. Access Chesterfield service is available for all trip types within the county or the nearest GRTC bus stop. Additional service is

provided into Richmond for medical trips or to transport disabled riders to work.

RideFinders Vanpool Program provides a free ridematching service to help commuters share a ride to and from work in RideFinders vans.

This Plan includes recommendations for improvements to the current transportation system.



*Newly completed bridge over the CSX Railroad (Jefferson Davis Highway, south of the Defense Logistics Agency in Bensley).
The new bridge includes sidewalks.*

John Tyler Community College

The community is served by the Chester campus of John Tyler Community College. The College is committed to ongoing development and strengthening of the community's workforce by supporting the needs of students as well as those of employers.

- The college works closely with business, industry and government leaders throughout the area to ensure the programs and training opportunities offered will lead to the degrees, certificates and credentials that employers want.
- Through both credit courses at the College, as well as non-credit education and specialized programs and services through the Community College Workforce Alliance, John Tyler is helping students gain the skills and knowledge needed to launch new careers, transition into new fields, position themselves for growth in their current job or transfer to a four-year college or university.

This Plan recommends the county and the community partner with John Tyler to improve educational opportunities to area residents.

John Tyler Community College Expansion

During the 2015 Session of the General Assembly, funds were appropriated to renovate Bird Hall and renovate/expand the Nicolas Center at John Tyler Community College's Chester Campus. The project's scope includes the renovation of Bird Hall, a 34,744 square foot science and academics building, and a renovation of the 26,000 square foot Nicholas Center, along with a 24,500 square foot addition to Nicholas that will create a full-service workforce training center. The

renovation of Bird Hall, originally constructed in 1967, will create new science labs, including new instructional spaces and high definition simulation and skills labs for the Emergency Medical Services and Nursing programs. These new spaces will enable JTCC's Nursing program to return to Chester from an off-campus site.

The creation of the Workforce Center will consolidate the College's Community College Workforce Alliance (CCWA) space on-campus and meet community demand for workforce credentialing/training classrooms and public service space. The renovation and addition to Nicholas will include flexible laboratory and classroom space for many types of business and industry training to serve manufacturing companies and other employers in Chesterfield County. The project will also create a stronger presence for JTCC and CCWA along I-95 and serve as a catalyst for additional job growth. The entire project will be completed under the Commonwealth of Virginia's Virginia Energy Conservation and Environmental Standards (VEES). As part of the project's scope, a minimum of 2% of both building's energy usage will be provided by photovoltaic (solar) systems at each building. Construction is scheduled to begin in the summer of 2018 and be completed in the summer of 2019.



Perspective of John Tyler Community College planned expansion as viewed from I-95.

Community Services

Expanding health, social, and educational services close to area residents would enhance the community and help residents to access services nearby instead of having to leave the community to seek services elsewhere. This Plan recommends the county and the community partner with non-profits and for-profit service providers to embed services close to the populations served by them. In addition to health, social and educational services, over time services could be expanded to include educational programs such as job skills/training, adult education (such as English as a second language), community job fairs (in partnership with area industries and John Tyler Community College), library services, and computer/internet access. A facility of



Vacant commercial building along Jefferson Davis Highway, in front of Winchester Greens (former location of a retail automobile parts store).



Bensley Community Building at Bensley Park offers a range of programs and meeting space for events and groups. Facility use is at or near capacity.

sufficient size could even be designed to include meeting rooms for community groups, day care services, fitness programs, educational programs, a farmer's market, and a venue for cultural events.

Establishing additional community services may be possible by expanding existing facilities, new construction, or acquisition of vacant commercial space as it becomes available.

Partnerships

Throughout this Plan amendment process, staff has formed partnerships with citizen, business, and non-profit groups and organizations. The ongoing interest and efforts of such groups and organizations are, and will continue to be, essential to the future of the community. It will be their continuing work that will ensure the community is shaped in ways that benefit its citizens and businesses, as well as benefit Chesterfield County. Following is a sampling of the groups that have expressed an interest in, and have contributed to, this effort:

- Ampthill Civic Association
- Bellwood Elementary School (parents & staff)
- Bensley Community Association
- Bensley Elementary School (parents & staff)
- Better Housing Coalition
- Defense Logistics Agency
- DuPont Community Advisory Panel
- Empowered Warriors (Shady Hill Mobile Home Park and Bellwood Maisonettes Apartments)
- Falling Creek Ironworks Foundation
- Home Builders Association of Richmond
- Jefferson Davis Association
- Jefferson Davis Corridor Faith Community
- John Tyler Community College
- Revitalize Our Communities Committee

This list continues to grow and represents an opportunity for community-lead transformation. Once the Plan is adopted, the partnerships formed between these and other groups and

organizations, and their partnership with the county, will be essential to successful implementation of the vision and recommendations of the Plan.



Bensley Elementary School PTA.



Revitalize Our Communities Committee.

Section 3: Goal, Vision and Concept Plan

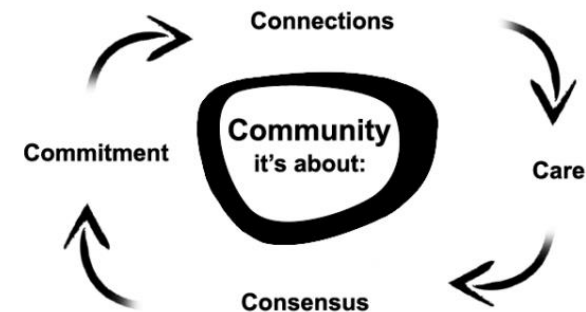
THE GOAL OF THE NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN:

THE NORTHERN JEFFERSON DAVIS AREA IS A PLACE WHERE RESIDENTS, BUSINESSES AND THE COUNTY INVEST IN COMMUNITY.

As noted throughout this document, this Special Area Plan represents a diverse community. It includes several distinct residential neighborhoods, as well as busy commercial areas and industrial development. The community is diverse socially, culturally, and economically. It is the intent of this Plan to encourage a greater sense of community among these interests to enhance the area as a great place in which to live, work, invest, raise a family, and visit.

A very simple definition of community centers on the idea of living and growing together. It involves more than residing, working, or conducting business in proximity to others. It includes the key ideas of connections, care, consensus, and commitment.

- Community is about connections: about awareness of the community around us – what we see daily, and what we rarely see.
- Community is about care: about understanding the needs of the community, the impacts our choices have on those needs, and what we must do to address them.



- Community is about consensus: about having a shared vision for the community, one that includes everyone and ensures a future that works for all.
- Community is about commitment: about taking actions to achieve the vision of the community and committing resources to achieve those actions to ensure the vision is achieved.

Community is about who we are, what we do, and what we become – as a community.

THE VISION OF THE NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN:***A PLACE WITH A PAST******A PLACE WITH A FUTURE***

The Plan process began in the Summer of 2015 with outreach to citizens, neighborhoods, organizations, businesses, and industries. Through this process the community shared their needs and hopes for the future. Outreach has continued throughout the Plan amendment process and is currently ongoing. In most instances, staff received valuable insight into the desires of the community.

Citizen participation in the Plan amendment process is essential to framing the Plan recommendations. Staff, to the greatest extent possible, incorporated citizen concerns into these recommendations. While it is always difficult to briefly summarize the hopes, desires and needs of a large and diverse community, two common themes have continually emerged from outreach efforts:

*The Jefferson Davis community is a place with a storied past;
and*

The Jefferson Davis community is a place with a vibrant future.

Both concepts are the foundation for the shared hope that the Jefferson Davis Highway neighborhoods, businesses, and industries will grow as a community.



Outreach to the Bensley Community began in the Summer of 2015.



Outreach to the Latino Community began in the Fall of 2015.

THE CONCEPT OF THE NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN:

This graphic provides a general overview of some of the concepts embodied in this Plan. It attempts to summarize the recommendations detailed within the Guidelines, Design Plan, and Implementation Sections of this document. These include:

Stabilize and enhance existing neighborhoods.

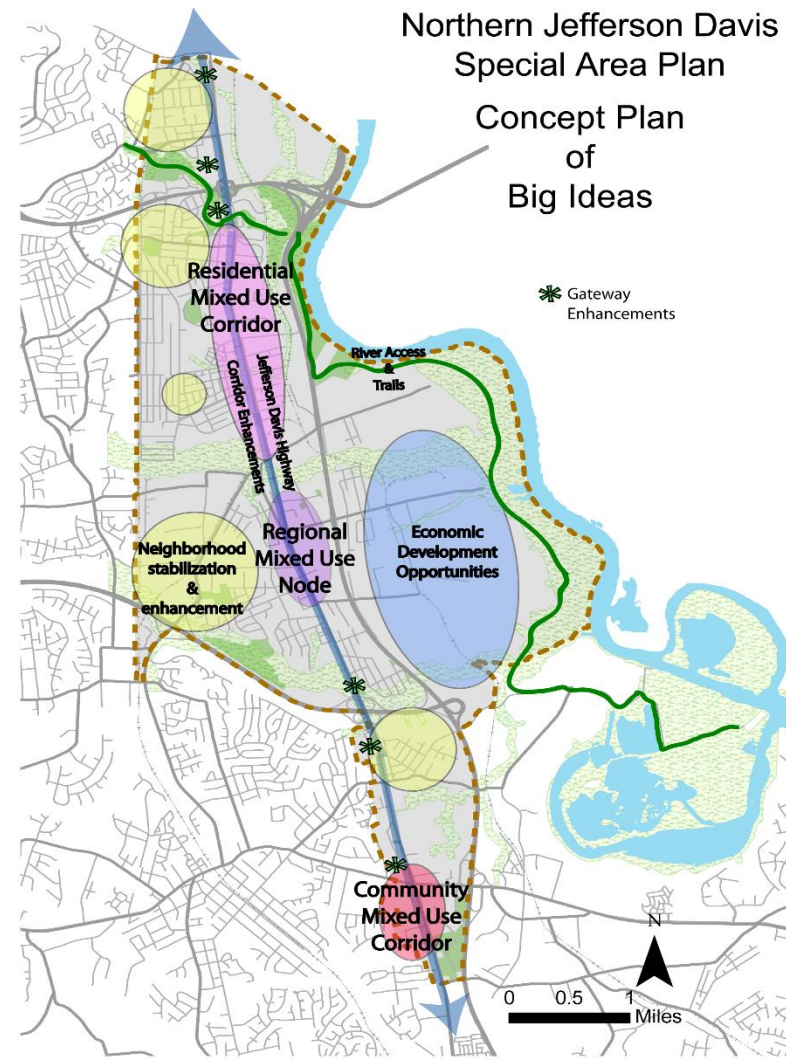
- Encourage a range of housing choices.
- Ensure compatibility between neighborhoods and nearby businesses and industries.
- Promote aesthetics and beautification projects.
- Facilitate housing rehabilitation and maintenance.
- Enhance proactive code compliance.

Encourage mixed use development along identified sections of Jefferson Davis Highway.

- Develop and implement new development standards that promote mixed use, walkability, and place-making principles.

Enhance gateways, which provide visitors with their first impressions of the community.

- Encourage higher development standards for areas that serve as gateways to the community.



Promote a system of pedestrian and bicycling improvements along Jefferson Davis Highway, along area stream corridors, and within neighborhoods.

- Develop a continuous system of sidewalks, bikeways, trails, and shared use paths along Jefferson Davis Highway to enhance safety and convenience for pedestrians and bicyclist.
- Extend this system into adjacent neighborhoods.
- Provide additional connections for recreational access along area streams and the James River.

Separate commercial areas that serve neighborhoods from commercial areas that attract customers from outside the community and the traveling public.

- Explore ways to encourage new development and redevelopment to comply with the recommendations of this Plan through incentives for voluntary rezoning and/or relocation of higher intensity uses.

Improve the appearance and function of Jefferson Davis Highway as a transportation corridor, a neighborhood backbone, and a community asset.

- Provide incentives to aid in redeveloping obsolete uses and vacant properties along Jefferson Davis Highway and at highway interchanges.

Continue to promote the area's potential for new economic development.

- Support economic investment and business development in areas deemed appropriate for new commercial and industrial development.

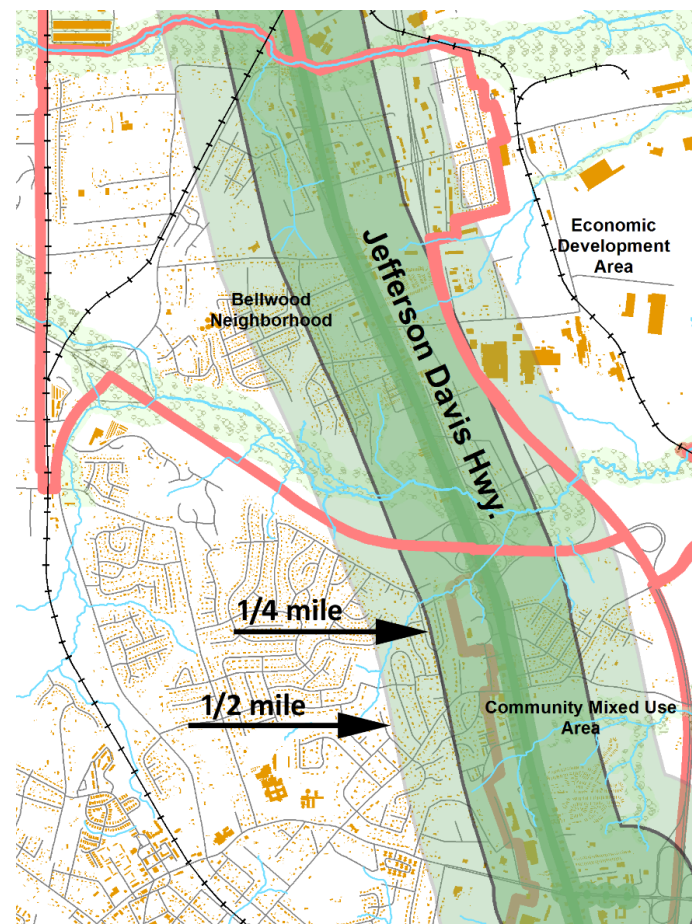
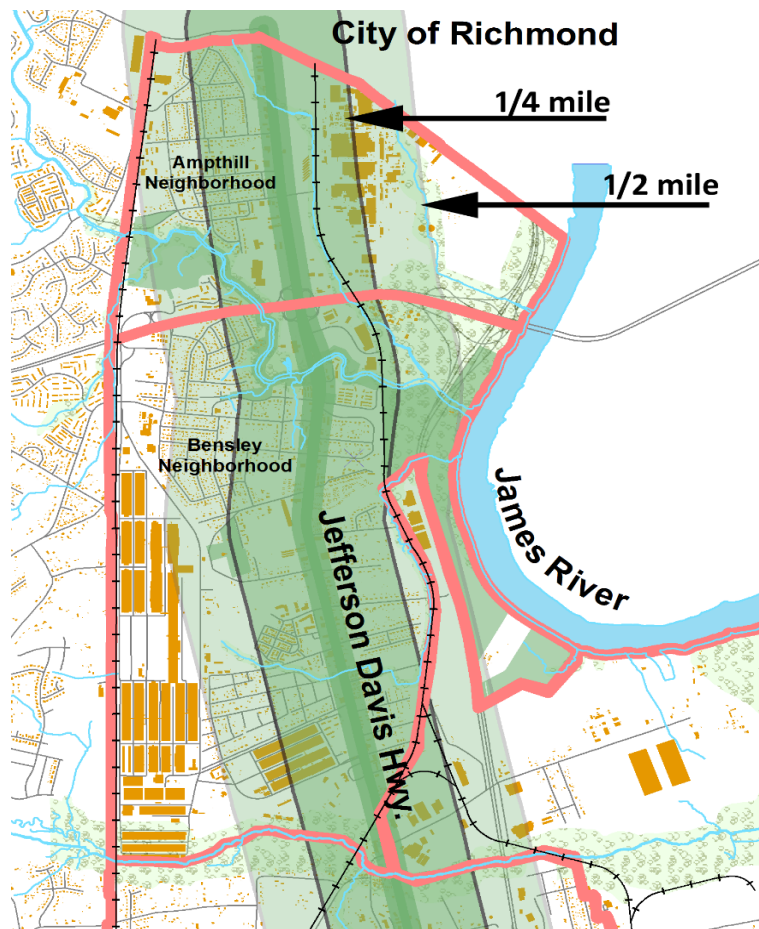
Guidelines recommended by this Plan that cannot be summarized on a map include:

- Provide transitions, such as buffering and screening, between residential neighborhoods and commercial and industrial development.
- Identify and support civic, social, and business groups that contribute to the economic health and quality of life of the community.
- Celebrate the area's cultural and social diversity in ways that contribute to a unique sense of place and community.
- Preserve the area's historic resources as assets to the community and destinations for visitors.
- Improve the perception of the area's safety through public and private partnerships.
- Support community efforts to improve itself as a great place to live, work, invest and visit.
- Enhance economic development and educational opportunities to provide job growth.

This Plan also recognizes that Jefferson Davis Highway provides residents, businesses, industries, travelers, and visitors with a first impression of the community. The Plan identifies improvements along the Highway that will promote private and public investment having

positive impacts for surrounding neighborhoods. Investing in improvements along the Highway will encourage further investment of properties fronting the Highway, as well as in nearby neighborhoods, as the Highway transforms from being primarily a transportation corridor into an attractive amenity with a distinct identity and a unique sense of place. Reinvestment within the

Highway right of way (pedestrian and bicycling amenities, streetscaping, etc.) will encourage reinvestment in businesses along the Highway. Such reinvestment, in turn, will encourage reinvestment in surrounding neighborhoods, with positive impacts on the area-wide development pattern and on the health, quality of life, and future vitality of neighborhoods and residents.



Section 4: Revitalization Strategy

Revitalization

In 1993 the county adopted the *Jefferson Davis Highway Corridor Plan*, which serves as the foundation for the current Special Area Plan effort and was the county's first revitalization plan. Many of the issues that the 1993 plan intended to address, such as aging corridor and infrastructure, the need for reinvestment and community organization and engagement, remain issues today.

The resident population of the Plan geography is the most demographically diverse and least mobile of any area in the county. At the same time much of the geography continues to be a major economic resource for the county. With much of the county's existing commercial and industrial development, it continues to have significant potential for new commercial and industrial development and redevelopment.

Current and recent revitalization efforts in the area include:

- Proactive code enforcement
- Housing rehabilitation grants
- Residential and commercial rehabilitation tax exemptions
- Technology zone incentives for commercial and industrial development
- Small business assistance
- Public infrastructure investment
- Community organization support



Park Lee Apartments (top) - Replaced with Winchester Greens (bottom).

In addition, the area has experienced the beginnings of revitalization in terms of:

- A gradual reduction of substandard housing
- Increased business investment
- Improved development quality through redevelopment projects

Input from residents indicates concern for housing quality, property maintenance, community appearance, appropriate land use, social mobility, transportation accessibility and availability of greater shopping opportunities. The revitalization challenge is to provide services and employment opportunities for residents, improve the quality of the built environment, and encourage economic development.

This Plan serves as the revitalization strategy for the plan area. It recommends initiatives that could serve as a guide for revitalization efforts in other areas of the county.

This Plan encourages revitalization through property rehabilitation, redevelopment, and new development, in addition to public investment and community partnerships:

- Designation of the entire Plan geography as a revitalization area, to focus and prioritize revitalization efforts
- Designation of a housing rehabilitation zone to incentivize housing rehabilitation
- Providing incentives for residential and commercial revitalization
- Improving property maintenance through enforcement, education, incentives, and direct assistance
- Promoting development quality through improved design standards and zoning incentives



New homes in Rayon Park, made possible by the county extending wastewater lines to replace failing septic systems.

- Building connections through community facility investment, regional cooperation, and support for resident initiatives
- Public facility and infrastructure investment, to serve as a catalyst for private investment
- Improving community partnerships in revitalization
- Identifying an entity to effectively coordinate redevelopment opportunities

Revitalization initiatives are detailed in the Implementation Section of this plan. It should be noted that recommended implementation actions may provide overlapping benefits in support of larger

revitalization goals. For example, residential incentive programs could provide benefits to rehabilitation, redevelopment, and new development projects.

For the purposes of this document, the following definitions shall apply:

- **Revitalization** is the ongoing and long-term process of bringing new life to older neighborhoods and communities, through preservation, rehabilitation, and redevelopment.
- **Rehabilitation** is improving existing development.
- **Redevelopment** is rebuilding or replacing existing development.

This plan promotes redevelopment as a part of the overall revitalization strategy. The Implementation Section encourages redevelopment by a variety of actions outlined in the Implementation Section, including:

- Provision of a wide range of incentives to reduce perceived investment risk
- Creation of a redevelopment policy to guide county participation in redevelopment projects
- Creation of a redevelopment entity to expand the operational and financial capacity for redevelopment projects
- Adoption of new standards to improve development quality

Redevelopment is a powerful tool for creating positive community change. Redevelopment actions should protect existing residential communities, and encourage nearby relocation opportunities for residents and businesses who may be displaced by redevelopment projects.



*Obsolete and vacant motel and deteriorating mobile home park along Jefferson Davis Highway (bottom)
Redeveloped for a new market rate multi-family housing (top).*

Section 5: Neighborhoods

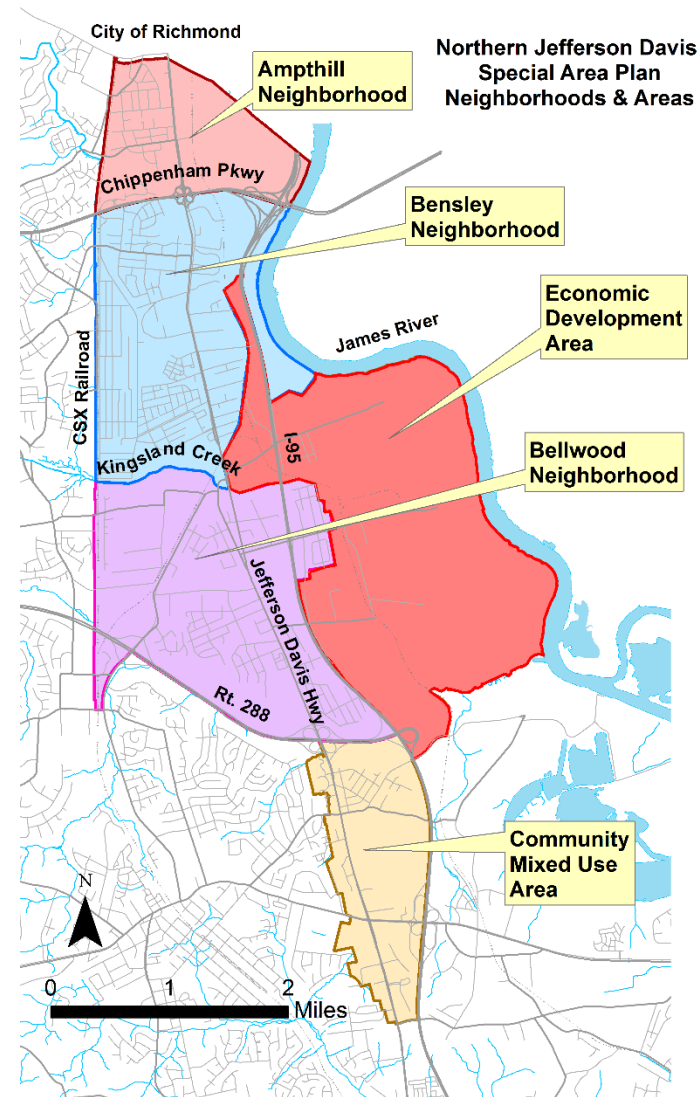
This Plan identifies sub-areas, or neighborhoods, with unique qualities and opportunities. Because of the uniqueness of these areas and the length of the corridor, the following neighborhoods are described in greater detail:

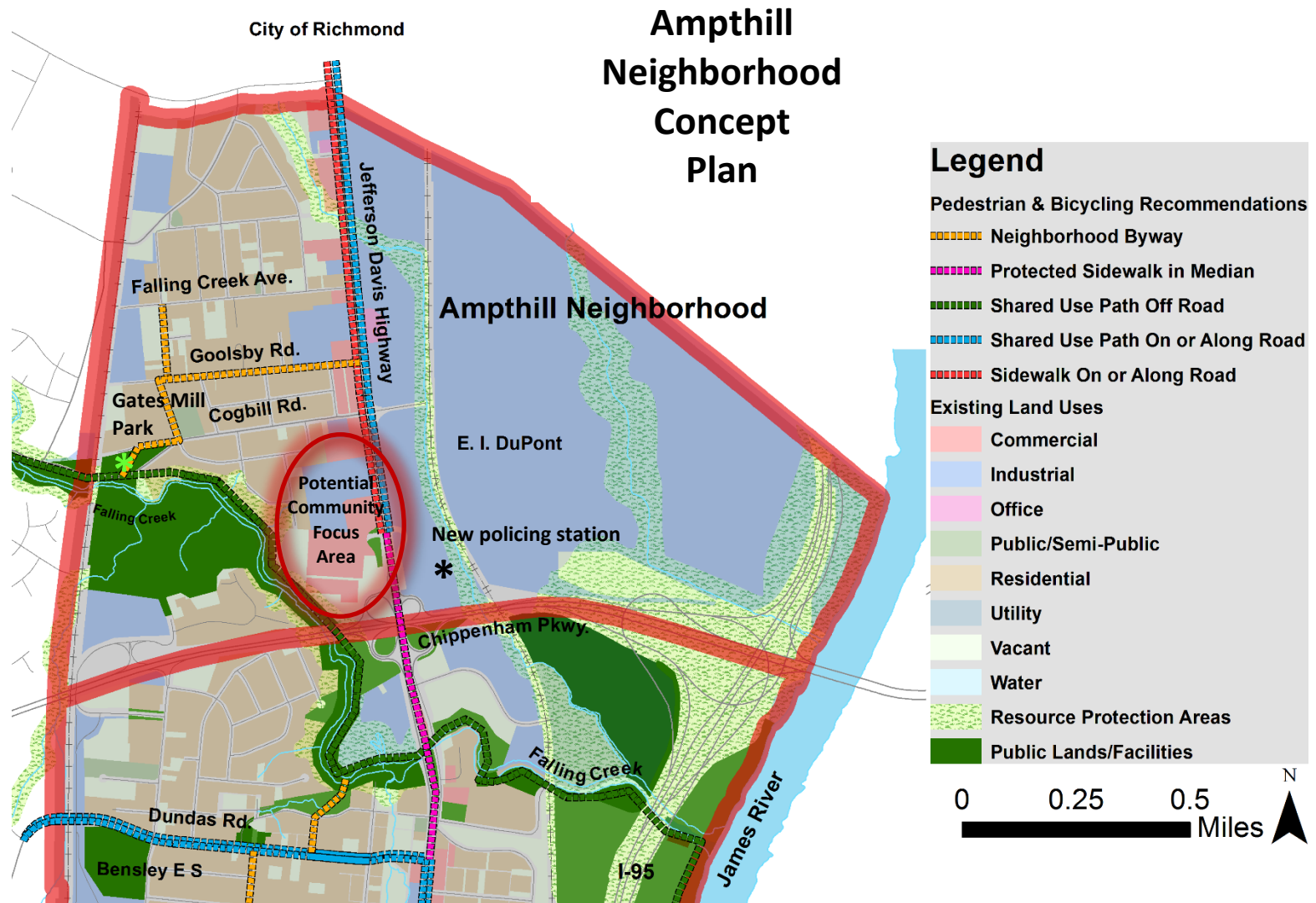
- Ampthill
- Bensley
- Bellwood

These neighborhoods are identified to highlight key opportunities in each, and in greater detail than what may be achieved in the larger Plan document.

The Plan also distinguishes the area within the Plan where the county promotes job creation and economic development. The recommendations of this Plan support continued economic development in ways that improve the community and bring benefits to the residents of the area.

Finally, the Plan identifies the growing development and redevelopment in the southern portion of the Plan geography as a suburban mixed use corridor. Here newer shopping centers and other commercial uses continue to be built along Jefferson Davis Highway. These will soon transition to higher density residential uses to the east, between the Highway and I-95, as new, planned residential projects are built.





Amphill Neighborhood**Location**

The Amphill neighborhood is at the northern end of the Plan area. It is bounded to the north by Richmond, to the south by Chippenham Parkway, to the west by the CSX railroad, to the east by the James River, and is bisected by Jefferson Davis Highway. Amphill is named after the site of Amphill Plantation, which was located on the site of the E. I. DuPont Spruance Plant. The neighborhood developed during the first half of the 20th Century to provide homes for workers employed by area industries. Today the Spruance Plant is one of the county's largest employers.

The Amphill neighborhood includes single family homes, apartments, commercial and industrial development along Jefferson Davis Highway, and a shopping center at the intersection of Jefferson Davis Highway and Chippenham Parkway. The shopping center includes a Food Lion supermarket and an indoor multi-cultural market with vendors selling a variety of merchandise, including fresh produce and prepared foods. Recently a new medical clinic was built next to the shopping center (Fresenius Kidney Care). Transit (bus) service extends from Richmond along Jefferson Davis Highway as far south as the shopping center. With easy access to Chippenham Parkway, future economic development opportunities around this shopping center should be explored.

Amphill now hosts a new county policing station. When fully operational, this station will include community facilities such as meeting rooms. Amphill also includes Gates Mill Park, adjacent to a future expansion of the Falling Creek Linear Park. The first phase of Falling Creek Linear Park is nearing completion along a portion of Falling Creek south and east of Amphill.



Existing homes in Amphill neighborhood, some of which back up to Falling Creek.



Amphill now hosts a new medical facility at Jefferson Davis Highway & Chippenham Parkway.



Food Lion grocery store at Jefferson Davis Highway & Chippenham Parkway. Only one of two full service grocery stores within the Plan geography, Food Lion provides Amphill residents with goods and services that contribute to the health of the community.



Amphill also hosts Dulceria Minilandia, a vibrant enclosed multi-cultural market. The largest of several multi-cultural markets within the Plan geography, Dulceria Minilandia provides nearby neighborhoods with goods and services, and is a community focal point hosting special events such as fairs.

Opportunities

Greenways: Falling Creek drains from west to east through the community. This stream offers the potential to establish scenic bicycling and pedestrian friendly access for residents to the James River by connecting to a trail system already under development along Falling Creek south of Amthill (in Bensley).

- Design and build a trail system along area streams and along the James River (County)
- Work with property owners along area streams to obtain easement agreements (County)
- Designate funding for improvements (County/CDBG/Other)



View along Falling Creek in Amthill, near Gates Mill Park.

Commercial property along Jefferson Davis Highway: Commercial uses along Jefferson Davis Highway are the ‘front door’ to the community. These should be encouraged to redevelop into more neighborhood-friendly uses, such as restaurants or small neighborhood shops. This includes areas identified on the Land Use Plan for Neighborhood Business (west line of Jefferson Davis Highway, between Cogbill Road and the City of Richmond) and for Community Mixed Use (west line of Jefferson Davis Highway at the Chippenham Parkway interchange). Encouraging high-quality commercial development and redevelopment could bring new investment and new life to nearby neighborhoods.

- Encourage high-quality development and redevelopment that serves and enhances neighborhoods, promotes economic development, and contributes a sense of place (County)
- Implement new development standards (County)
- Create incentives to rezone property along Jefferson Davis Highway in compliance with the Plan (County)
- Develop a small business relocation program to move car dealerships and other auto-uses from areas the Plan suggests should be developed for Neighborhood Business uses (County)



Existing development along Jefferson Davis Highway in Amptill (just south of the Richmond City line).



Conceptual new development and streetscaping in accordance with the recommendations of this Plan.

Potential Community Focus Area: The northwest quadrant of Jefferson Davis Highway and Chippenham Parkway provides opportunities to expand upon the existing commercial development by including uses that promote economic growth and improve the neighborhood. This area has several advantages for such development:

- Ease of access to regional markets via Chippenham Parkway and I-95
- Transit to and from Richmond
- An existing full service grocery store
- A large enclosed multi-cultural market
- Vacant, developable land
- Potential future connections to Falling Creek Linear Park

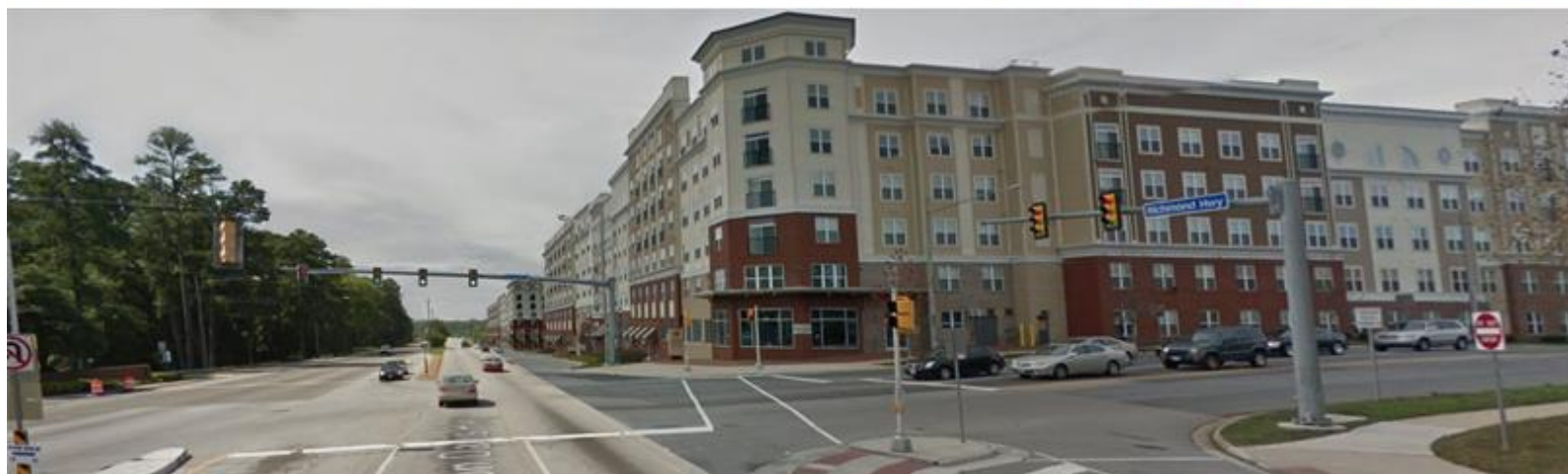
Adjacent properties north, to Cogbill Road, have developed for a mix of low density commercial and industrial uses. These properties could be included for redevelopment into a mixture of commercial uses that serve community-wide trade areas and higher density residential uses, as recommended by this Plan.



Community Focus Area: existing conditions.



Community Focus Area: potential redevelopment.



*Looking south along the west line of Jefferson Davis Highway between Cogbill Road and Chippenham Parkway: Potential Community Focus Area.
Top: Existing conditions; Bottom: Conceptual redevelopment for community mixed uses.*

Streetscaping: Improvements along Jefferson Davis Highway should include street trees, landscaping, and pedestrian and bicycling improvements. This Plan recommends, wherever possible, the provision of buffered pedestrian and bicycling shared use paths along the Highway, as further discussed in the Infrastructure Chapter of this document. However, in areas where right of way is lacking, sidewalks and separate bike lanes may be appropriate.

- Provide streetscaping of Jefferson Davis Highway to include a sidewalks, bicycling facilities, landscaping, lighting, and crosswalks (County)

Other opportunities discussed within this Plan, but are not unique to any one area, include:

- Extend public water and wastewater improvements to underserved areas
- Extend pedestrian and bicycling network improvements into neighborhoods
- Encourage housing rehabilitation
- Provide a County Satellite Service Center
- Encourage improved property Maintenance
- Promote community events/celebrations

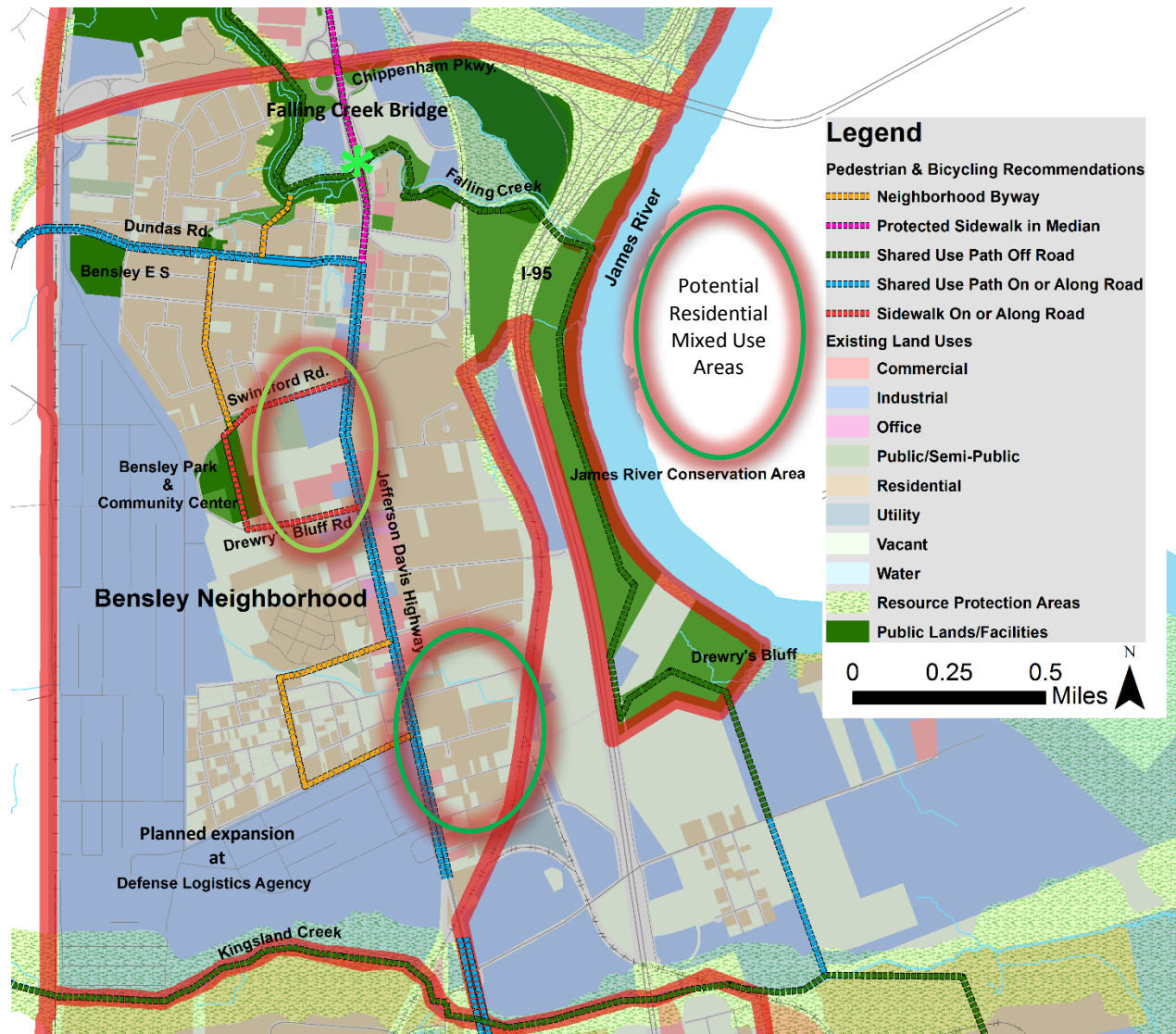


Existing conditions: Jefferson Davis in Amphill looking south.



Potential shared use path and streetscaping within the existing right of way.

Bensley Neighborhood Concept Plan



Bensley Neighborhood**Location**

The Bensley neighborhood is south of Ampthill. It is bounded to the north by Chippenham Parkway, to the south by Kingsland Creek, to the west by the CSX railroad, and to the east by the CSX railroad and the James River, and is bisected by Jefferson Davis Highway. The neighborhood includes Bensley Elementary School, Bensley Community Building and Park, and Falling Creek Wayside Park and Bridge, as well as the first phase of the Falling Creek Linear Park, the Falling Creek Ironworks site, and the James River Conservation Area.

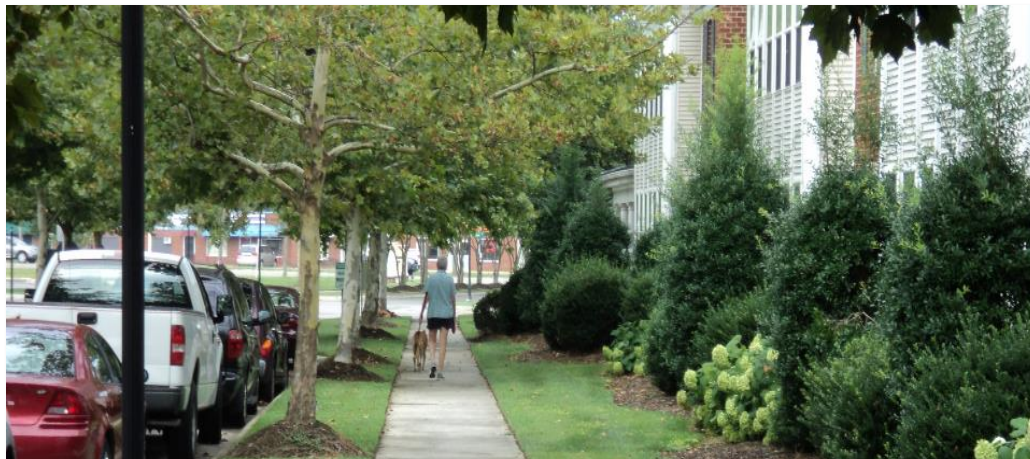
The Bensley neighborhood was named after Roger Bensley, who developed Bensley Village near Falling Creek beginning in 1909. Bensley Village was conceived as a 'Bon Air type' of community of residential lots laid out on a grid street pattern with community recreational facilities along Falling Creek. It was considered the "first planned community" in Chesterfield County. Over the following decades other residential subdivisions developed in the area including Bellwood Addition, Falling Creek Hills, Glen Conner, Holiday Plaza, Merriewood, Patterson Park, Rayon Park, Sherbourne Heights, and Wentworth Home Sites. Bensley also includes mobile homes in mobile home parks, in apartments, and in senior housing.



The Bensley neighborhood has a mix of distinct homes.



The Bensley neighborhood includes Bensley Park and the Bensley Community Building, one of only two county-owned community centers.



Winchester Greens and Market Square in Bensley, a mix of apartments, senior housing, and service and commercial uses in a pedestrian friendly setting.

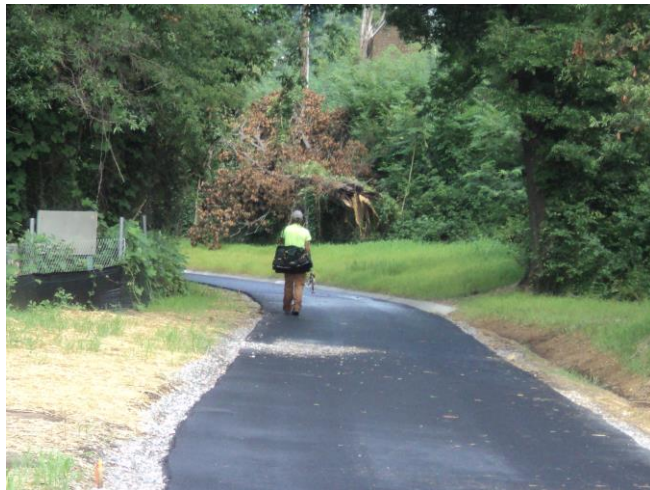


Bensley includes the first phase of the Falling Creek Linear Park and the Falling Creek Ironworks site.

Opportunities

Greenways: Future improvements to the Falling Creek Linear Park, the Falling Creek Bridge and Wayside, the Falling Creek Ironworks site, and the James River Conservation Area are under construction or are planned. These improvements offer the community, the county, and the region an opportunity to establish scenic pedestrian and bicycling friendly connections to the James River for recreation.

- Design a trail system along area streams and along the James River (County)
- Work with property owners along area streams to obtain easement agreements (County)
- Designate funding for improvements (County/CDBG/Other)
- Construct improvements (County)



Recently completed segment of the Falling Creek Linear Park shared use path.



View of the James River from Dutch Gap boat landing at sunrise. A preview of a new day for the James River Conservation Area.



Celebrating the opening of the first phase of the Falling Creek Linear Park.

Prioritizing the county's commitment to river access for passive and active recreation can potentially mirror the successes of the City of Richmond, which has long recognized the social, quality of life, and economic benefits of public river access for its citizens and for visitors from throughout the region. Specifically, the city's riverfront plan:

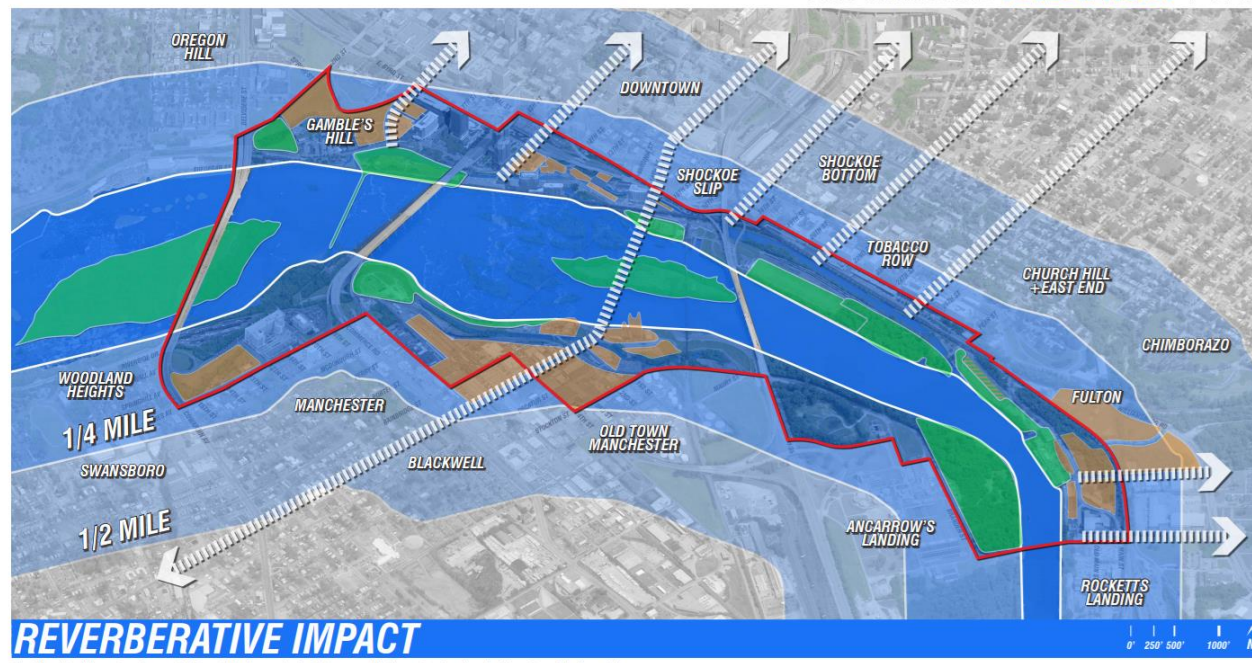
"identifies redevelopment sites within the project study area, with the understanding that investment in the public riverfront will catalyze a reverberative impact well beyond the project area. Investing in public realm improvements attracts significant private investment, triggering further on-site and local investment and associated increased

revenues. The accessibility of the riverfront to adjacent neighborhoods through the Plan's comprehensive network of connections maximizes opportunities for the reverberative impact of riverfront improvements beyond the site boundary. Beyond pure economics, an improved riverfront has the potential to dramatically impact the lives, health, fitness and well-being of Richmond residents through broadened opportunities to engage the natural environment and each other outdoors."

Because of the city's efforts, many areas and neighborhoods along or close to its riverfront are experiencing revitalization.

26 NOVEMBER 2012

RICHMOND RIVERFRONT PLAN



Falling Creek Bridge: The old stone bridge over Falling Creek in Bensley is located at the Virginia Department of Transportation's Falling Creek Wayside and is a nationally recognized historic landmark. The bridge was damaged in a hurricane and needs restoration. Given its history and location along the Falling Creek Linear Park, restoration of the bridge will enhance the community as a place to explore Chesterfield history, enjoy the natural beauty of the scenic Falling Creek stream valley, visit other historic sites along Falling Creek (such as the Falling Creek Ironworks site), take advantage of the park's expanding pedestrian and bicycling facilities, and eventually enjoy recreational access to the James River at the James River Conservation Area.

- Restore the Falling Creek Bridge (County/others).



Falling Creek Wayside.



Early 20th Century photo of the stone bridge.



Current condition of the bridge.

Development along Jefferson Davis Highway: Commercial land uses along east and west lines of Jefferson Davis Highway are the ‘front door’ to the community and should redevelop to more neighborhood-friendly uses such as restaurants, small shops, and services. This area is zoned and developed for a mix of general and community uses; however, it is identified in the Plan for Neighborhood Business and Residential Mixed Use. Encouraging high-quality neighborhood commercial and residential redevelopment could bring new investment and new life to the community.

- Encourage high-quality development and redevelopment that serves and enhances neighborhoods, promotes economic development, and contributes a sense of place (County)
- Implement new development standards for new development, expansion of existing development, and redevelopment (County)
- Create incentives to rezone property along Jefferson Davis Highway in compliance with the recommendations of this Plan (County).
- Develop small business relocation program to move car dealerships and other auto-uses from areas the Plan recommends for Neighborhood Business and Residential Mixed Use (County).



Existing development along Jefferson Davis Highway in Bensley (Just north of Winchester Greens).

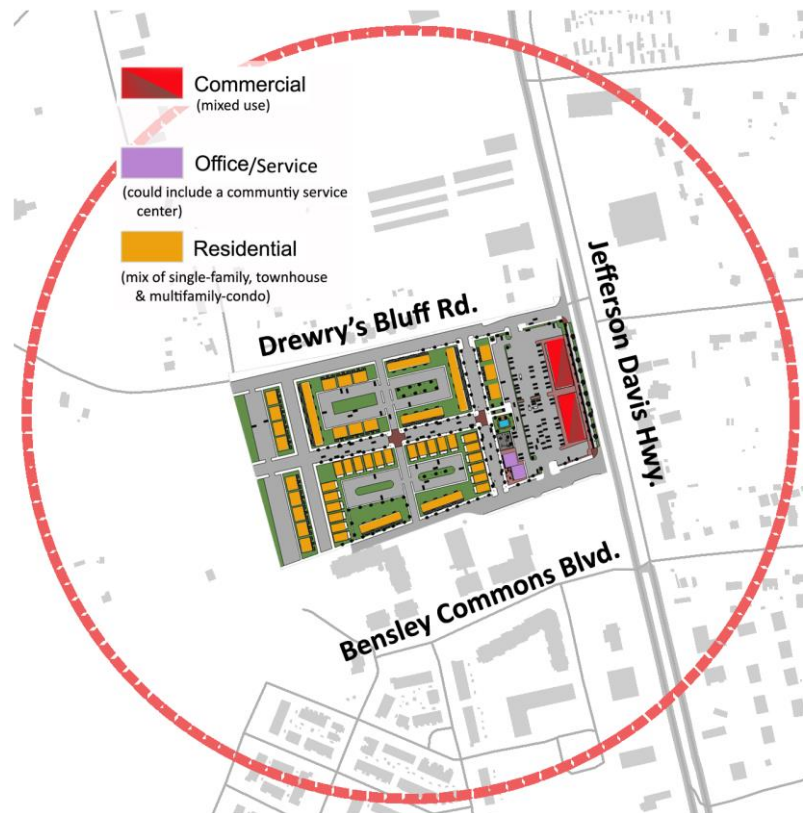


Conceptual redevelopment for Neighborhood Business uses.

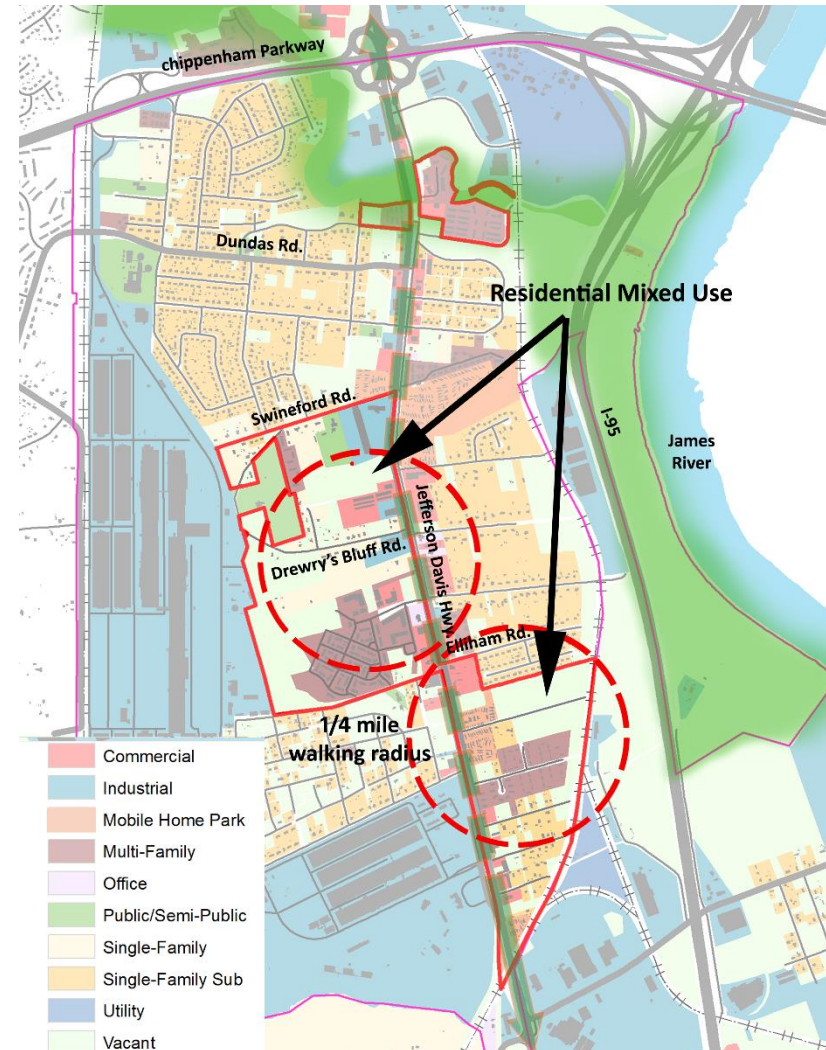


Conceptual redevelopment for Residential Mixed uses.

- **Residential Mixed Use:** High-quality mixed used development, which includes both residential and commercial uses, should be encouraged along Jefferson Davis Highway in areas identified in the Plan for Residential Mixed Use (areas along the east and west lines of Jefferson Davis Highway, between Falling Creek and the Defense Logistics Agency).



Conceptual redevelopment for a mix of commercial, office, service, and residential uses.





Conceptual view of mix of uses at Jefferson Davis Highway and Drewry's Bluff Road: Commercial along Jefferson Davis Highway, incorporated into mixed use buildings: office/services uses along and facing internal streets; mix of residential uses along and facing internal streets and located near commercial and services uses; and public spaces throughout.



Example of a neighborhood-scale public space with greenery, pavement, seating, a water feature, and playground surrounded by residential, service and commercial uses.



Aerial view of public space showing relationship to uses (residential, service, and commercial) and to streets.

Successful place making considers the relationship between public spaces and surrounding uses and streets, extending and complementing the public realm by integrating with pedestrian amenities along streets and other outdoor activities such as cafes, outside displays of merchandise, and street vendors.

Such spaces should be separated from large commercial parking lots by narrow drives and/or landscaping strips.

Examples of public spaces with complementing streets and buildings that, together, create places where people can gather, mingle, and socialize. When part of a people-friendly environment, public spaces can, and should, come in a variety of sizes – from simple seating areas along pedestrian-friendly streets to squares and plazas large enough to host events.





Conceptual street view with shared use path and streetscaping as recommended by the Northern Jefferson Davis Special Area Plan. In this example, buildings are adjacent to and front the shared use path. Parking, loading, and service areas are located behind buildings and interior to commercial blocks.

Streetscaping: Whenever possible, streetscaping amenities such as street trees, landscaping, and pedestrian and bicycling improvements should be installed along Jefferson Davis Highway. This Plan recommends the provision of buffered pedestrian and bicycling shared use paths along the Highway as the preferred pattern of improvement, as further discussed in the Infrastructure Section of this document.

- Provide streetscaping of Jefferson Davis Highway to include shared use paths, landscaping, lighting, crosswalks, etc. (County).



Jefferson Davis Highway in Bensley (at the entrance to Winchester Greens).



Streetscaping and shared use path as recommended by this Plan.

Defense Logistics Agency (DLA): This Federal installation plans to redevelop a portion of the property for offices and employee amenities. Efforts to strengthen relationships between the community and the installation would be beneficial to both groups. The DLA is a major employer on the corridor.

- Meet with representatives from DLA and County to discuss installation master plan and near-term development (County)
- Hold community workshops and events to improve community relations (DLA)
- Work with DLA to ensure that design of planned improvements complement the recommendations of this Plan (County)
- Meet regularly with DLA leadership to maintain and strengthen relationships (County)
- Coordinate streetscaping, pedestrian and bicycling improvements in front of DLA, to include a pedestrian crossing of Jefferson Davis Highway (DLA/County)



*Conceptual graphic illustrating the Defense Logistics phasing plan:
Phase I: Design and construction of a 252,982-square-foot operations center.
Phase II: A second administrative building & a physical fitness facility.
Phase III: A third administrative building.*

Bensley Elementary School and Bensley Park and Community Building: Many Bensley residents regularly cross Jefferson Davis Highway to visit these facilities. Better integration of these facilities into the larger neighborhood can be achieved by providing sidewalks, crosswalks, and pedestrian signals to allow safe crossing of Jefferson Davis Highway. In addition, sidewalks and pedestrian/bicycling signage throughout the community would improve the neighborhood as a safe place to walk and cycle.

- Design pedestrian and bicycling improvements from the school and park to the Highway, including pedestrian signal to Shady Hill Mobile Home Park (County)
- Work with property owners if additional right-of-way is needed (County)
- Designate funding for improvements (County/CDBG/Other)
- Construct improvements (County)

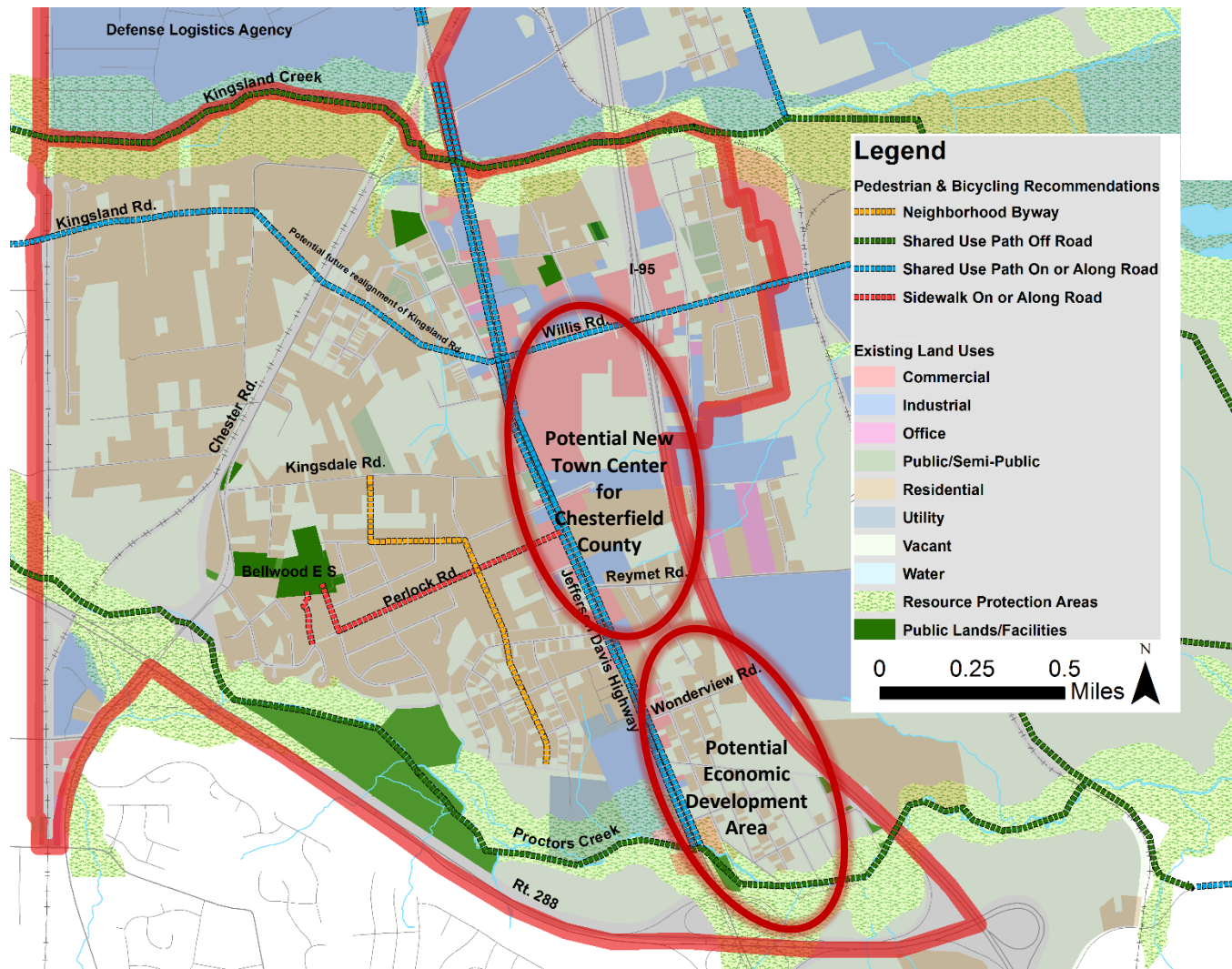
Other opportunities discussed within this Plan, but are not unique to any one area, include:

- Extend public water and wastewater improvements to underserved areas
- Extend pedestrian and bicycling network into neighborhoods
- Encourage housing rehabilitation within neighborhoods
- Provide a County Satellite Service Center for the community

- Promote property Maintenance
- Promote community events/celebrations



Bellwood Neighborhood Concept Plan



Bellwood Neighborhood**Introduction**

Bellwood is south of the Defense Logistics Agency. It is bisected north and south by Jefferson Davis Highway and bounded to the north by Kingsland Creek, to the south by Route 288 and Proctors Creek, to the west by the CSX railroad and generally to the east by I-95. Most of the residential development is west of Jefferson Davis Highway. However, the neighborhood includes residential areas east of Jefferson Davis Highway, and east of I-95 along Willis Road. The neighborhood includes Bellwood Elementary School and Fort Stevens Park.

Many of the commercial uses along the Highway date to when the Highway was the main north/south connection along the east coast. Industrial uses, taking advantage of the area's extensive rail service and the completion of Interstate 95, developed in the area east of Bellwood. New jobs created by area industries supported the establishment of residential development in the 1960s and 70s. Residential development includes single family homes, mobile homes in a mobile home park, and older and newer apartments. Like other areas within the Plan geography, the completion of I-95 changed the nature of the Jefferson Davis Highway corridor and many businesses closed or converted to less neighborhood-friendly uses.



Bellwood has a mix of new homes in new subdivisions, and older homes in established areas.



Colony Village Apartments in Bellwood, located along Jefferson Davis Highway near Route 288.



Bellwood Walk-to-School Day 2016, highlighting the neighborhood's interest in walkable streets.



Residents of Bellwood consistently cite the lack of sidewalks and traffic calming measures as issues that should be addressed.

Opportunities

Greenways: Proctors and Kingsland Creeks drain from west to east through the community and offer opportunities to establish scenic pedestrian and bicycling friendly connections to the James River, like improvements already under construction along Falling Creek, north of Bellwood (in Bensley) and elsewhere in the county (the Appomattox River in Ettrick, and at the Dutch Gap Conservation Area on the James River).

- Design a trail system along area streams and along the James River (County)
- Work with property owners along area streams to obtain easement agreements (County)
- Designate funding for improvements (County/CDBG/Other)

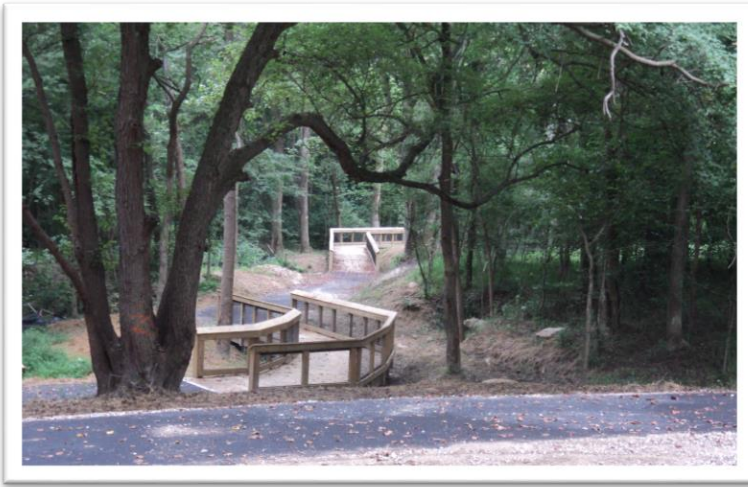
- Construct improvements (County)



New shared use path and overlook at Falling Creek Linear Park.



Pedestrian bridge along trail at Dutch Gap Conservation Area.



New shared use path at Appomattox River Trail along the Appomattox River in Ettrick.

Development along Jefferson Davis Highway: Commercial uses along the east and west lines of the Highway are the ‘front door’ to the community and should be encouraged to redevelop to more neighborhood-friendly uses such as restaurants, small shops, and services. This includes areas identified on the Land Use Plan for Neighborhood Business and for Community Mixed Use. Encouraging high-quality commercial development and redevelopment could bring new investment and new life to the community.

- Encourage high-quality development and redevelopment that serves and enhances area neighborhoods, promotes economic development, and contributes a sense of place (County)
- Implement new development standards for commercial development (County)
- Create incentives to rezone property along Jefferson Davis Highway for such uses (County)
- Develop small business relocation program to move car dealerships and other auto-uses from the corridor (County)



Existing automobile-oriented use along Jefferson Davis Highway (above).

Conceptual redevelopment for neighborhood commercial uses recommended by this plan (below).



Downtown Route 1: The interchange of I-95 and Willis Road and the intersection of Willis Road and Jefferson Davis Highway offer the best location in the area to establish a new, vibrant ‘downtown’ for the corridor and surrounding neighborhoods. Recommended for Regional Mixed Use, this area should be developed as a high-density, vertically-oriented mixed use center with high-rise multifamily homes supported by restaurants, shopping, and employment uses provided with deck parking. These uses should be connected by attractive streetscaping, wide sidewalks, narrow streets, and focal areas, plazas, and green spaces to encourage social interactions.

- Work with property owners to purchase properties – identify funding sources and methods for acquisition (County)
- Find a development partner to redevelop site in accordance with plan vision (County)
- Develop conceptual plans for site (Developer)
- Identify financial incentives to aid plan development (County/Developer)
- Rezone property to appropriate use (County)
- Sell property to development partner (County)
- Submit site development plans (Developer)
- Demolish existing improvements to property, to make the site development-ready (County)

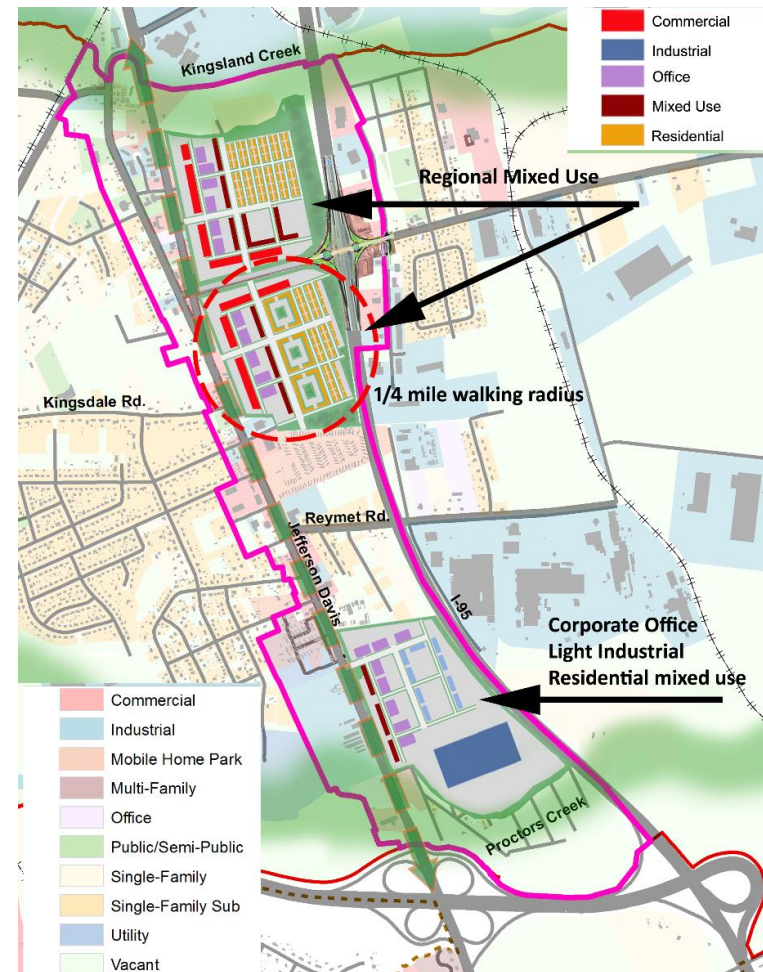


Jefferson Davis Highway at Willis Road: currently used as a flea market and a motel.



Above: Existing view looking north along Jefferson Davis Highway toward Willis Road.

Below: Potential redevelopment for mixed use.



Conceptual master plan for implementation of land use and revitalization recommendations of the Northern Jefferson Davis Special Area Plan for Bellwood.



Conceptual view of mix of uses at Jefferson Davis Highway and Willis Road: Commercial along Jefferson Davis Highway and other arterial roads, incorporated into mixed use buildings; multi-story Corporate Office and Research/Development uses along and facing internal streets; multi-family homes along and facing internal streets and located near commercial and employment uses; and public spaces throughout.



Conceptual view of a pedestrian plaza between mixed use buildings.



Looking north along Jefferson Davis Highway, towards Willis Road. Existing conditions are shown at the left. The right image shows conceptually how the area could redevelop, with Regional Mixed Use, streetscaping and shared use path.

Economic development area: The Bellwood community also hosts an area between Jefferson Davis Highway and I-95, at Route 288, identified by this Plan as having potential for redevelopment into a mix of light industrial, office, commercial and residential uses. Recommended for Corporate Office, Research and Development, and Light Industrial Uses, this area should also include higher density residential uses supported by restaurants, shopping, services, and employment opportunities. Uses should be connected by attractive streetscaping, wide sidewalks, narrow streets, and focal areas, plazas, and green spaces, to encourage social interactions.

Unlike the previously described Regional Mixed Use area (Downtown Route 1), the primary focus of this area is employment-generating development (corporate office and light industrial). However, some integrated residential and supporting commercial uses would provide the opportunity to live near jobs and services.

A significant historic site is located within this area (Halfway House). Special consideration should be given to including this site into the overall pattern of development to preserve it as a focal point and community amenity.



Jefferson Davis Highway, at Wonderview Drive: Currently developed for a mix of commercial and single family residential uses.



Conceptual view of mix of uses: Residential mixed use along Jefferson Davis Highway; multi-story Corporate Office and Research/Development uses along and facing internal streets; light industrial uses along I-95; preservation of historic Halfway House; and public spaces throughout.



Conceptual view of incorporating Halfway House, a historic resource, into a mixed use development with residential uses and a shared use path with streetscaping along Jefferson Davis Highway.

Streetscaping: This Plan recommends provision of buffered pedestrian and bicycling shared use paths along Jefferson Davis Highway, as further discussed in the Infrastructure Chapter of this document.

- Provide streetscaping of Jefferson Davis Highway to include sidewalks, landscaping, lighting, crosswalks, etc. (County)



Potential streetscaping along Jefferson Davis Highway, as recommended by this plan.

Bellwood Elementary School: Integrate this school into the surrounding residential neighborhood with sidewalks, and with crosswalks, and pedestrian signals to allow safe crossing of Jefferson Davis Highway by pedestrians and cyclists.

- Design sidewalk improvements from school to Route 1, including pedestrian signal across Route 1 to Holiday Mobile Home Park (County)
- Work with property owners if additional right-of-way is needed (County)
- Designate funding for improvements (County/CDBG/Other)
- Construct improvements (County)



Bellwood Elementary School Walk to School Day 2016 highlighted the lack of sidewalks within the neighborhood and the absence of pedestrian crosswalks along Jefferson Davis Highway.

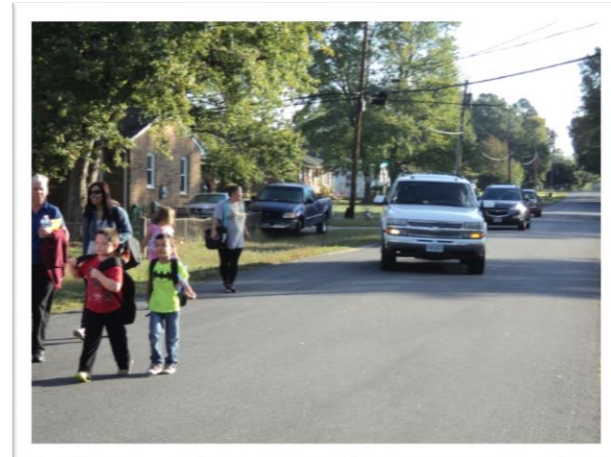




Photo on the left depicts current conditions along Perlock road, a subdivision street that extends from Jefferson Davis Highway into a Bellwood neighborhood and serves as an access to Bellwood Elementary School. Photo on the right depicts conceptually a sidewalk along Perlock Road.

Other opportunities discussed within this Plan, but are not unique to any one area, include:

- Extend public water and wastewater improvements to underserved areas
- Extend pedestrian and bicycling network improvements within neighborhoods
- Encourage housing rehabilitation into neighborhoods
- Provide a County Satellite Service Center for the community
- Promote property Maintenance
- Promote community events/celebrations

Section 6: Guidelines

Plan Guidelines address the unique characteristics and history of the community while providing a guide for future growth and development decisions within the area.

HOUSING

Range of Quality Housing Choices: Support a variety of quality housing choices for community residents. Encourage new housing developments to incorporate and blend affordable units into market-rate developments. Work with property owners to improve existing affordable housing.

Multifamily Housing: Support new quality multifamily housing that is within mixed use settings, integrated with surrounding developments, geographically separated from other multifamily projects, and of a smaller project size to avoid over-concentration of for-rent housing.

BUSINESS INVESTMENT

Support Investment: Encourage new development, redevelopment and revitalization that promote social interactions and a positive community image along Jefferson Davis Highway and provides goods, services, and employment opportunities to the community.

Business Development: Support programs and efforts to retain and attract businesses. Encourage expansion of existing businesses in appropriate areas. Offer business programs geared to aiding small enterprises. Encourage area businesses to hire residents.

Workforce Development: Work with Economic Development, John Tyler Community College, and other education groups and local industries to identify, and create and expand workforce training courses to develop workforce skills and vocational training opportunities for area residents, both at John Tyler and at one or more locations closer to the community and along Jefferson Davis Highway. Support adult English as a Second Language classes to teach English proficiency. Support events such as job fairs in the community to help area residents gain employment with local industries and businesses.

TRANSPORTATION

Walking and Biking: Develop a comprehensive, connected, accessible and safe network of walking and biking infrastructure within the community and for all ages and abilities. Provide mobility options for residents, workers, and visitors to the community. Build this network over time using funding from private and public sectors, and by seeking grants and other opportunities. Ensure adequate and safe pedestrian crossings at appropriate locations (e.g. signalized crosswalks).

Community Mobility Options: Encourage the provision of affordable and efficient transportation options as viable alternatives to the automobile.

Park and Ride Lot: In accordance with VDOT's Park and Ride Investment Strategy (2014) for the Richmond region, explore the possibility of developing a Park and Ride Lot near Jefferson Davis Highway at Chippenham Parkway.

Transportation Improvements Policy: With adoption of this plan, rescind the Board of Supervisors policy regarding the directive to the Transportation Department not to recommend customary transportation improvements in the former Jefferson Davis Highway Enterprise Zone (pavement widening, curb and gutter, sidewalk, traffic signalization, etc.).

DEVELOPMENT

Rezoning: Encourage owner initiated rezoning of properties to better align zoning with recommendations of this plan. During the rezoning process, work with property owners to align their proposed development with the land use recommendations of this plan.

Illegal Uses: Work with property owners to relocate or legitimize uses that do not comply with zoning regulations. Consider monitoring uses along the Jefferson Davis Highway corridor to prevent illegal uses from being expanded or established.

Mitigate Industrial Impacts: Direct new development that primarily serves industrial uses to the area east of Interstate 95 where potential impacts from such uses can be better accommodated.

Design Standards: Develop ordinances to promote higher-quality development and an improved sense of place along Jefferson Davis Highway. Such ordinances should address architecture, building materials, streetscaping, landscaping, signage, parking, lighting, setbacks, pedestrian circulation, green space, and transitions. Standards should support urban design at key mixed use intersections such as Jefferson Davis Highway/Chippenham Parkway, Jefferson Davis Highway/Willis Road, and Jefferson Davis Highway/Route 288. Attention to details along the corridor should include streetscaping,

amenities and visual cues designed to imbue the corridor with a sense of place and provide places that encourage residents and visitors to stay, interact, and build community.

Gateways: Support higher development standards at gateways into the county, along with high quality “Welcome to Chesterfield County” signage at key areas such as Jefferson Davis Highway/Chippenham Parkway, I-95/Willis Road, Jefferson Davis Highway/Route 288, and Jefferson Davis Highway at the Richmond City Line.

Land Use Compatibility: Provide appropriate transitions such as landscaping and decorative fencing between commercial uses along Jefferson Davis Highway and adjacent residential uses. Limit 24-hour business operations and mitigate similar impacts such as noise, lighting, and outside storage when adjacent to residential uses.

Public Spaces: Where deemed appropriate, require new developments in the area provide public social spaces to encourage a sense of place and foster community interaction. Examples could include neighborhood or pocket parks, plazas, and other types of well-designed gathering spaces.

PUBLIC PROJECTS

Public River Access: Work with private property owners to acquire public access, either outright purchase or through easements, along the James River, for walking, biking, boating, fishing, and other recreational activities. Improvements should be designed to be accessible to public safety personnel and equipment.

Community Resource Center: Develop a new community center on, or in proximity to, Jefferson Davis Highway, that is centrally located between Chippenham Parkway and Route 288. The center should serve a variety of community functions such as county programs, county service offices, community meeting space, adult education, library services and public computer access.

Community Centers: Support continued use of Bellwood and Bensley Elementary Schools as (limited) community centers, and continued operation of Bensley Community Building as a recreation-focused center. When rehabilitating these facilities, incorporate community space into their designs.

Regional Cooperation: Coordinate revitalization and redevelopment programs with the City of Richmond and other regional entities to support and match local improvement efforts.

Public Water and Wastewater Extension: Support extension of public water and wastewater service into undeveloped or older developed areas within this Plan area to encourage new residential and business development in conformance to this plan, and encourage property owners in these areas to work together to fund these extensions. Encourage property owners in older residential areas to connect to the public water and/or wastewater systems where lines are directly available, and to pursue creation of assessment districts or use of CDBG funding when the public systems are reasonably close.

COMMUNITY

Community Support: Identify and develop programs, with the support of private, business, and non-profit entities, to improve access to quality housing, education, employment, and healthy food choices.

Direct sufficient resources to Bellwood and Bensley Elementary Schools to support efforts such as Communities in Schools, which are designed to improve the community through educational opportunities.

Celebrate Diversity: Recognize the community's great cultural diversity as a social asset to attracting new residents, businesses, and visitors to the area. Work with private and non-profit entities to develop a cultural/business center in the area. Work with area community groups to develop events and programs celebrating diversity.

Community Identity and Events: Support area community groups' efforts to develop a positive community identity, including annual celebrations, festivals, and/or events at a centrally located, accessible community green space. Center such events on topics such as the area's history, river access and multiculturalism.

Resource Coordination: Improve coordination and alignment of various programs and services offered by public, private, and non-profit entities to ensure efficiency in resource usage, effective communication, and success in meeting the needs of the community.

Jefferson Davis Association (JDA): Support the JDA's efforts to continue to be inclusive of the diverse residents and businesses, and to be a visible presence, in the community. Work closely with the JDA regarding programs, infrastructure, services, rezoning and development projects affecting the community. Support efforts of the JDA to hire an executive director.

Historic Resources: Encourage property owners to obtain county historic landmark designation to protect historic resources. Actively market the area's history to attract visitors and businesses. Develop additional historical signs and markers, in combination with a "History

Trail”, to identify and relate important historical information to residents and visitors. Support adaptive re-use of county-designated historical buildings if such use does not negatively impact adjacent residents and properties. Ensure publicly-owned historic facilities are properly maintained and usable to the public. Consider preservation of structures and sites during the development process.

Aesthetics and Beautification: Develop, support and implement community beautification programs that highlight the care that residents and businesses have for their community. These programs could include new streetscaping infrastructure, neighborhood, and business cleanups (bulky waste), business façade/site improvements, consistent and attractive community signs, and improved landscaping around public facilities. Identify funding mechanisms to maintain these improvements long term.

Proactive Code Enforcement: Continue proactive code enforcement efforts to aid beautification and encourage property maintenance. Prioritize enforcement efforts towards violations that are more visible to the public and negatively impact community perception and safety. Such priorities include discarded materials, inoperative vehicles, and property maintenance.

Comprehensive Medical Services Facility: in partnership with state agencies, and local private and non-profit healthcare entities, pursue the creation of a behavioral and physical health facility that would provide affordable care to the community. Facility should include 24-hour emergency care along with community resource center functions centered on mental health/social services programs.

Safety and Security: Support efforts to increase safety and the perception of safety in the community. Consider expanding community policing programs, especially with the Hispanic community, mobile home parks, residential motels, and apartment property managers. Encourage the use of safe building design principles and access to public safety and health services when considering area development proposals. Actively seek out neighborhood and business watch program participation. Increase police visibility along Jefferson Davis Highway to assist in deterring criminal activity.

Asset Based Community Development: Improve the community by encouraging and supporting citizens in leading these efforts. Work toward solutions that do more than simply deliver a service, program, or resource to the community. Residents should actively lead improvement efforts, with the public, private, and non-profit sectors providing partnership resources to support solutions they identify.

FUNDING and INCENTIVES

Housing Rehabilitation and Maintenance: Develop and support programs that help owners reinvest in, and maintain, their homes. Consider financial incentives such as tax abatement, low-interest loans, creation of local housing rehabilitation zones and other financial tools. Work with non-profit entities to target federal and state funding toward these programs in the community.

Redevelopment Incentives: Develop and implement incentives to aid redevelopment of obsolete or vacated properties into viable and attractive services, businesses, and mixed use and mixed income communities. Focus incentives towards mixed use development at key locations such as Jefferson Davis Highway/Chippenham Parkway,

Jefferson Davis Highway/Willis Road, and Jefferson Davis Highway/Route 288.

Community Development Block Grant Funding (CDBG): Focus and prioritize CDBG funding to jumpstart the creation of programs that benefit area low income residents and small businesses. Potential programs include housing rehabilitation, infrastructure enhancement, start-up funding of before/after school childcare, job training, ESL classes and food programs.

Infrastructure Funding: Develop long-term funding mechanisms for streetscape and beautification improvements and maintenance along Jefferson Davis Highway.

Park Investment: Prioritize funding to support area park improvements, especially full development of the Falling Creek Ironworks and Linear Park and the James River Conservation Area. Maintain park facilities as community assets and examples of excellence. Incorporate Crime Prevention Through Environmental Design (CPTED) to improve safety. Support new neighborhood and pocket parks in established areas to provide more community green space.

Section 7: Design Plan

INTRODUCTION TO THE DESIGN PLAN

Intent of the Design Plan

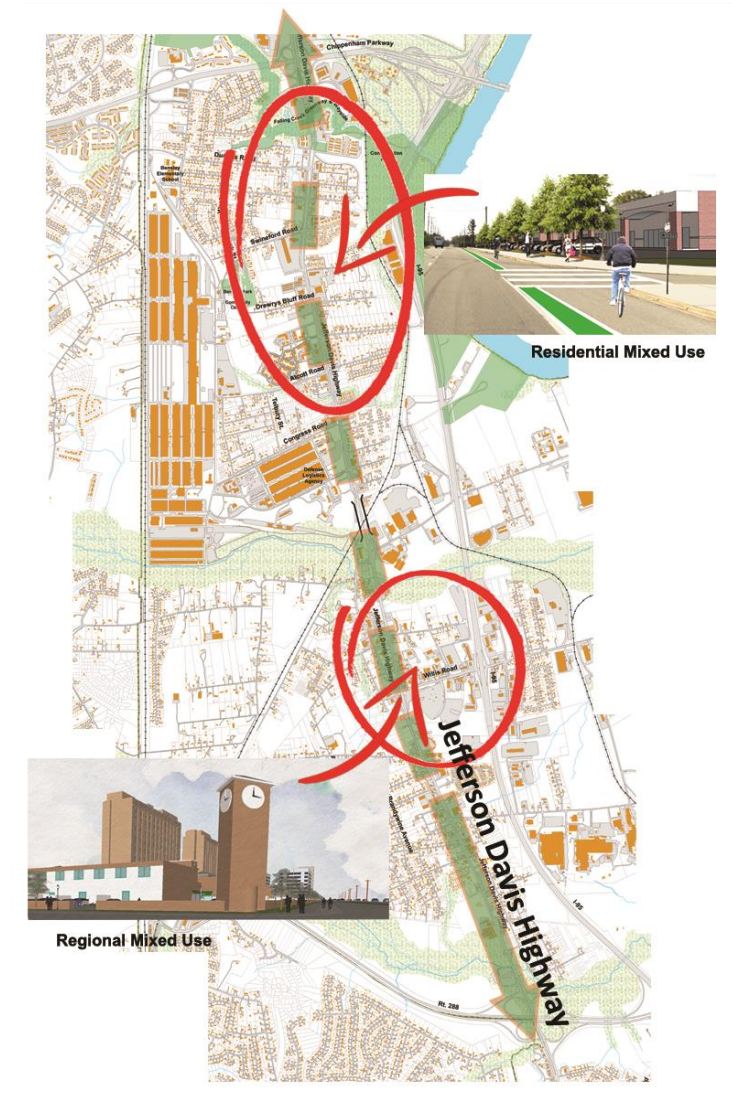
This Design Plan serves as a visual aid, illustrating the ideas expressed in the goal, vision, and concepts of the Plan, and recommends guidelines and ordinances for future development. The intent of this section is to illustrate the recommendations of this Plan, but not require any arrangement of design elements or architectural styles.

Economic development and revitalization

Encouraging economic development and revitalization along Jefferson Davis Highway will benefit existing neighborhoods and the county. However, given the existing built environment, the development history of the area, and its aging, inadequate, or sometimes absent infrastructure, such encouragement requires both incentives to private development and public investment. In some instances, the county may consider acquiring and preparing sites in advance of redevelopment. In addition, the effective coordination of resources to pursue redevelopment opportunities may require the creation of an independent redevelopment entity.

Development standards

The Plan recommends that new development or redevelopment conform to a uniform set of standards for setbacks, landscaping, parking between buildings and public rights-of-way, and an internal arrangement of improvements that encourages pedestrian activity while accommodating vehicular circulation. Within the right of way, the



Plan recommends a uniform system of streetscaping, and pedestrian and bicycling facilities.

Walking, bicycling, and streetscaping infrastructure

- Provide pedestrian, bicycling, and streetscaping improvements along Jefferson Davis Highway to improve the appearance of the community and improve walking and bicycling between neighborhoods, and between neighborhoods and area businesses.
 - Provide pedestrian and bicycling improvements along neighborhood streets to connect public facilities such as parks, trail systems, and schools to the larger community.
 - Plan and build improvements as public projects to ensure a uniform design and creation of a continuous and usable system in a reasonable timeframe.
 - Require new development to incorporate walkability principles (as outlined in this section) into the design of improvements to further enhance the community as a place where social interaction and personal convenience are emphasized and dependence on automobiles is minimized.
- Infrastructure needs, including water and wastewater upgrades, road improvements including interchange enhancements, and streetscaping improvements to encourage/accommodate the preferred development pattern.
 - Development costs, including the expense of purchasing and demolishing existing improvements, disposing of the debris, and replacing aging and obsolete infrastructure, before new development can occur.

Challenges

- Many small parcels under multiple ownerships.
- Current zoning pattern, which includes properties zoned for single family residential and high intensity commercial uses that do not comply with the preferred development pattern outlined herein.
- Current development pattern, which includes a mix of older commercial, industrial and residential uses that do not comply with the preferred development pattern.



Redevelopment of an abandoned store with a new shopping center, which included demolition of the original store before new construction could begin.

In this capacity it provides residents, businesses, industries, travelers, and visitors with a first impression of the community.

Development and redevelopment along Jefferson Davis Highway should include a mix of uses that promote walkability and place making principles, as outlined within this section. Mixed use development that includes walkability and place making help create welcoming and interesting, people-friendly places and reduce dependence upon the automobile.

Given the existing fragmented zoning and development pattern along the Highway, redevelopment as recommended by this Plan may have to occur in phases. However, aggregation of parcels under a uniform plan or pattern of development should be encouraged.

Most of the Plan geography is subject to the requirements of the Jefferson Davis Highway Corridor Area section of the county's zoning ordinance. This section requires minimal development standards for new office, commercial and industrial development. The purpose of this Design Plan is to suggest higher standards that reflect the recommended pattern of development.

DESIGN PLAN

Jefferson Davis Highway functions primarily as a major arterial road facilitating traffic movements through, and throughout, the Plan area.

NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN DESIGN STANDARDS

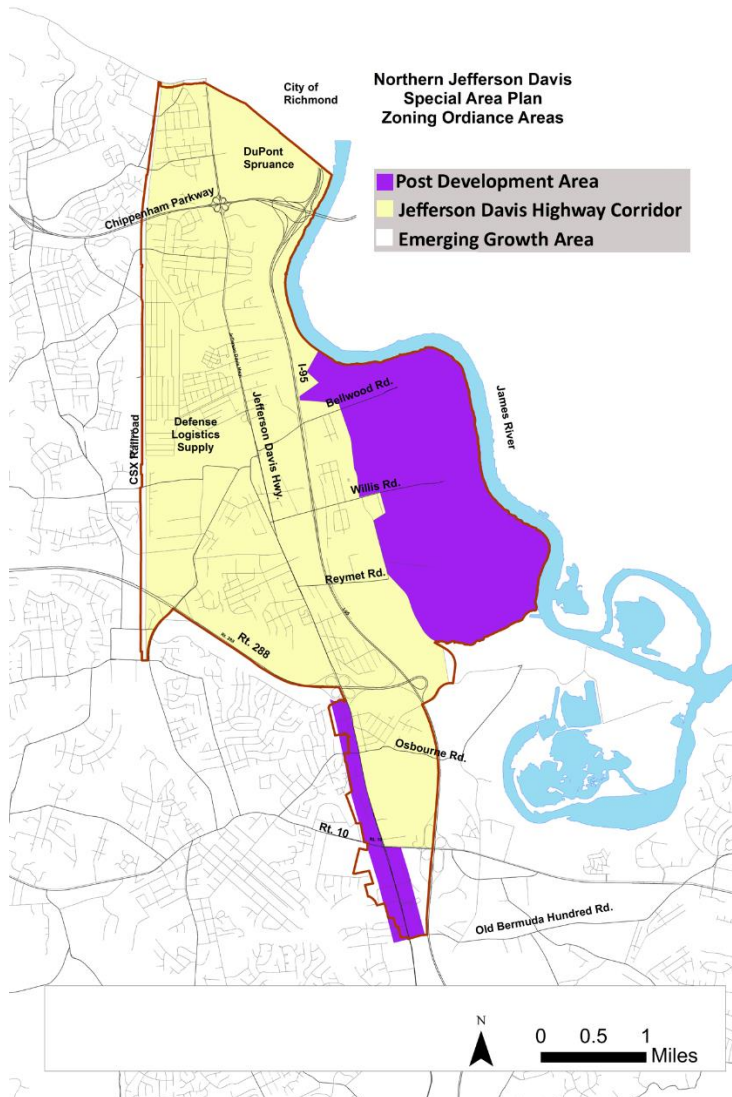
The Plan recognizes five (5) distinct areas that merit special design standards:

- Properties along the Jefferson Davis Highway corridor zoned or recommended by this Plan for office, commercial and industrial uses, and the Jefferson Davis Highway right of way, between Richmond and Rt. 288;
- Jefferson Davis Highway gateway areas;
- Residential Mixed Use areas recommended by this Plan;



Street view of new development pattern along Jefferson Davis Highway.

- Regional Mixed Use areas, and Corporate Office, Research and Development, and Light Industrial areas recommended by this Plan; and



- The Plan geography east of I-95 and south of Route 288.

Jefferson Davis Highway – Properties and Right of way

Potential development standards include:

Office, commercial and industrial uses along roads

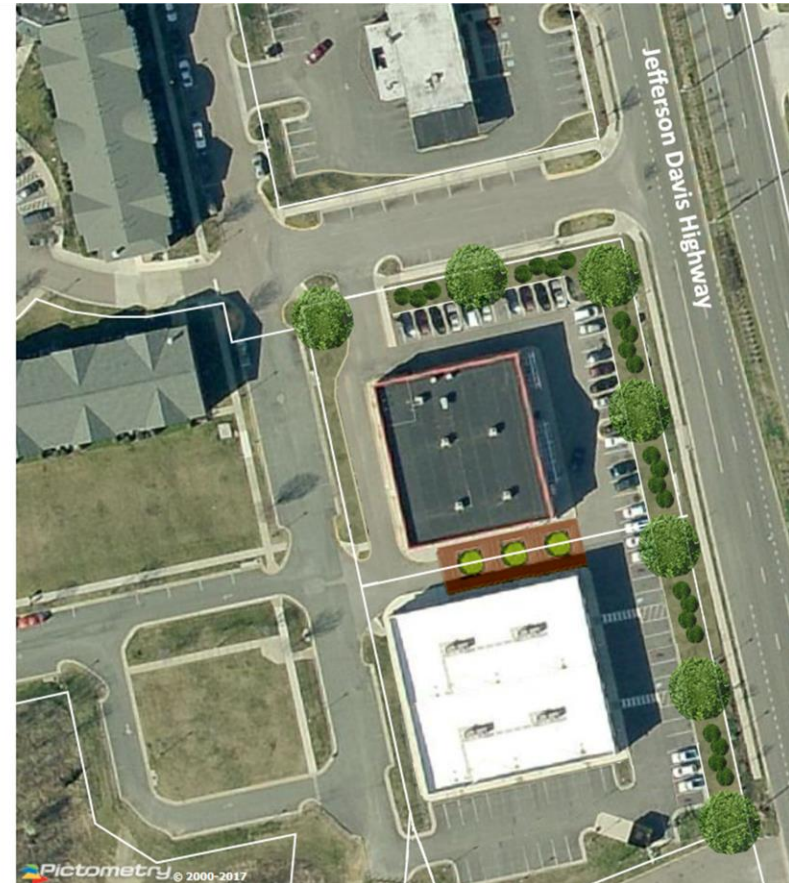
- Provide landscaped building and parking setbacks from roads
- Minimize parking between buildings and roads
- Encourage buildings to front roads (note: at intersections of two roads, the building need front on only one road)
- Minimize direct access to roads for individual uses
- Shared use path*
- Pedestrian street lighting*
- Street trees*

* Preferable within right-of-way

- Eliminate internal side yard setbacks between sites
- Rear yard setbacks and/or screening (landscaping and/or masonry walls) adjacent to residential uses
- Uses without drive-through windows located adjacent to each other, either attached or with connecting pedestrian amenity (on-site, or between adjacent properties)
- Parking, service areas, loading and unloading areas, and outside storage areas located behind buildings
- Shared access easements (and improvements) between sites not under a single plan of development



Current development: No setbacks or landscaping along roads



New development standards: 15 foot setbacks and landscaping
No driveways or parking between adjacent freestanding sites
Pedestrian amenities, such as green spaces and plazas, between freestanding sites

A unified design theme for development along Jefferson Davis Highway would enhance the appearance of businesses. This in turn would promote the community as a place in which to invest, visit and shop. However, given the diversity of architecture represented along the highway, it would be difficult to define a single architectural theme that characterizes the area. Further, any theme dependent upon new development, redevelopment, or expansion of existing businesses to implement could only occur in an incremental and piecemeal fashion over a long time.

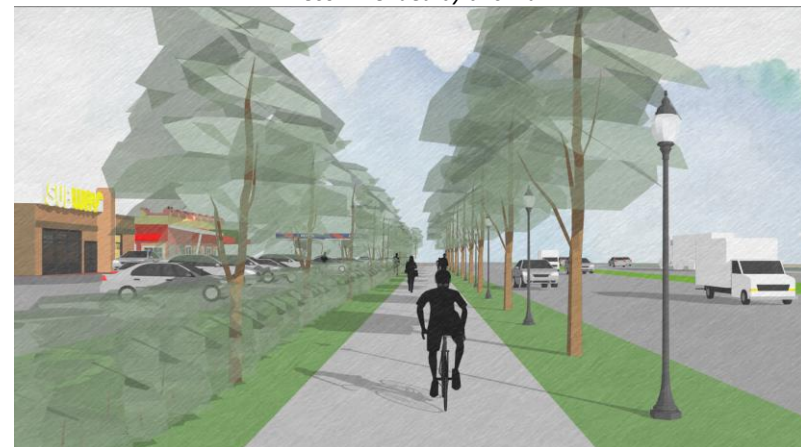
It may be preferable to undertake a public project to install a uniform and continuous pattern of streetscaping within the right-of-way to include street trees, pedestrian street lighting, and shared use path, among other amenities, as a means of enhancing and tying together

the existing and anticipated development pattern.

Conceptual graphic depicting pedestrian & bicycling improvements as recommended by this Plan.



Example of a small streetscaping project in front of several businesses along Jefferson Davis Highway.



Parking & building setback with landscaping

10' shared use path

8' buffer with street trees & street lighting

The Plan recommends the provision of streetscaping, beautification improvements, and maintenance along Jefferson Davis Highway north of Route 288. Improvements should include:

- a uniform pattern of pedestrian scale street lighting, landscaping, and streetscaping amenities
- a pedestrian/bicycling shared use path

Any improvements within right-of-way require Virginia Department of Transportation (VDOT) approval.



Conceptual streetscaping: Shared use path, street trees and pedestrian street lighting.



Jefferson Davis Highway looking north (existing conditions).

Gateway Areas

Special attention should be given to locations serving as gateways into the Northern Jefferson Davis community, such as the city/county boundary and the intersections of major roads. Where existing zoning and development patterns are established, improvements can be added to improve the appearance of gateway areas. Whenever possible, gateway signage should be part of high quality development projects conforming to the recommendations of this Plan. When this is not possible, signage could include landscaping and other features that improve the appearance of the immediate surroundings.



Upper right: Gateway at Jefferson Davis Highway and Chippenham Parkway – existing improvements in proximity to Gateway signage include a convenience store and a used automobile sales lot. Due to a lack of pedestrian accommodations along the road, a footpath has been worn into the grass.

Lower right: Gateway at Jefferson Davis Highway and Chippenham Parkway – additional landscaping improvements could include trees and shrubs to screen view of existing convenience store and used automobile sales lot. Decorative hardscaping could be added to minimize site maintenance. Sidewalks could be provided to facilitate pedestrian movements.



Residential Mixed Use Areas

The future development pattern of the Plan area has the potential to create distinct corridors and nodes. Currently, these are areas adjacent to Jefferson Davis Highway developed for commercial and industrial uses, and in some instances include nearby neighborhoods.

Opportunities exist or can be encouraged to promote integrated patterns of commercial and residential development along these corridors and at these nodes. This pattern of development would enhance existing neighborhoods, promote economic development opportunities, target areas with potential for revitalization and

**Potential Residential Mixed Use Development Pattern**

- Grid street pattern with sidewalks, street trees, pedestrian street lighting and on-street parking.
- Buildings fronting streets with parking internal to blocks.
- Minimum of parking and driveways between buildings and road frontage, and between buildings.
- Mix of higher density office, commercial, light industrial, research, and residential uses.

redevelopment, and create unique places for social, commercial, and economic interaction.

For properties identified on the Plan for Residential Mixed Use, the Plan recommends that new development or redevelopment conform to an integrated, higher density, high quality pattern that improves the community's sense of place.

Uses should include a mix of various residential types and office, retail and service uses that serve primarily adjacent neighborhoods. Multifamily uses should be incorporated into projects that include other residential types (such as townhouse and single family) and non-residential uses.

While projects large enough to accommodate the desired mix and pattern of development are preferable, in many places the existing pattern of development consists of smaller parcels under multiple ownerships. This may require designs that incorporate new development into the existing pattern of development.



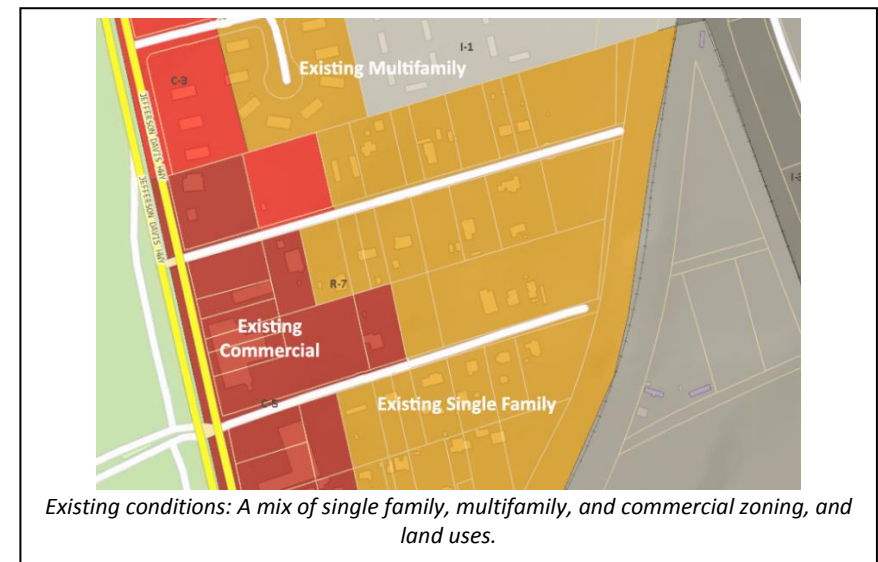
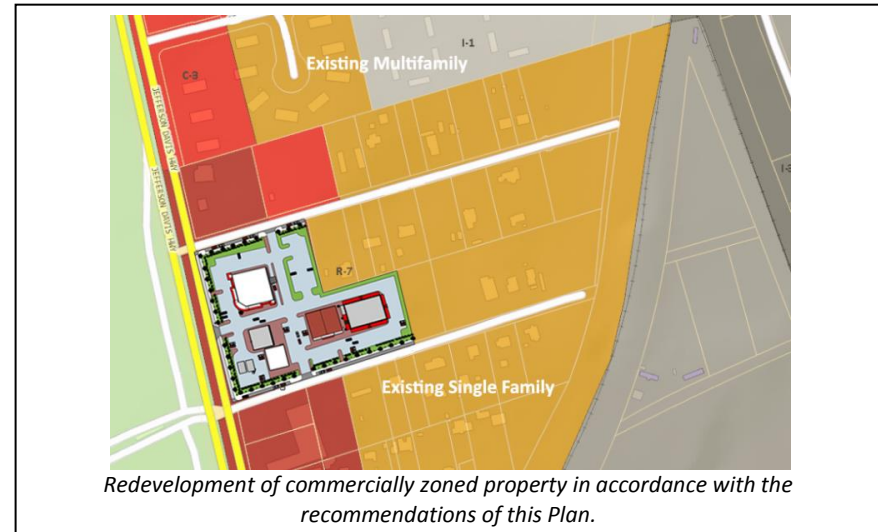
Conceptual rendering of a Residential Mixed Use street.

Note: Residential density of development depicted in the example above is about 8 units per acre for single family, about 12 units per acre for townhouse, about 18 units per acre for apartments/condominiums, and an overall average of about 12 units per acre for all residential types.

New development or redevelopment should be designed to integrate residential and non-residential uses into a pedestrian friendly environment on a grid street pattern with standards that include:

- Narrow setbacks
- Landscaping
- Pedestrian scale street lighting
- Bicycling facilities
- Sidewalks
- Streetscaping amenities
- Public spaces
- On-street parking
- Building orientation toward streets
- Off-street parking behind buildings

If new development occurs in phases, each phase should be designed to ultimately achieve the desired pattern and mix of uses. Aggregation of parcels under a uniform pattern of development should be encouraged.





Redevelopment of residentially zoned properties integrated into the existing development pattern with a mix of transitional office/service uses, multifamily uses, townhouse uses, and single family uses, and street connections.

Regional Mixed Use and Corporate Office, Research and Development, and Light Industrial Areas

Properties suggested in the Plan for Regional Mixed Use or Corporate Office, Research and Development, and Light Industrial are in areas with easy access to I-95 and Rt. 288. These areas could develop for a mix of uses that serve, and attract, regional markets. Development

should serve as a town center and/or an employment base for surrounding neighborhoods, communities, and businesses.

**Potential Regional Mixed Use Development Pattern**

- *Grid street pattern with sidewalks, street trees, pedestrian street lighting and on-street parking.*
- *Buildings fronting streets with parking internal to blocks.*
- *Minimum of parking and driveways between buildings and road frontage, and between buildings.*
- *Mix of higher density office, commercial, light industrial, research, and residential uses with public plazas and green spaces throughout.*

The Plan recommends that new development or redevelopment be of a higher density, high quality development pattern that will enhance the area as a prime regional node for new economic development opportunities.

New development or redevelopment should be designed to integrate higher density residential and non-residential uses in a pedestrian friendly environment on a grid street pattern that incorporates:

- Narrow setbacks;
- Landscaping;
- Pedestrian scale street lighting;
- Bicycling facilities;
- Sidewalks and streetscaping amenities;
- Public spaces;
- On-street parking;
- Building orientation toward streets; and
- Off-street parking behind buildings.

Given existing zoning and development patterns in the suggested Regional Mixed Use Node, redevelopment may have to occur in phases. Redevelopment should achieve the desired pattern and mix of uses outlined herein. Aggregation of parcels under a uniform pattern of development should be encouraged.



Streets that accommodate a variety of travel modes.

Walkability, Place making, and Mixed Use

This Plan throughout promotes the creation of walkable, mixed use neighborhoods as the preferable pattern of development and redevelopment in areas identified for Residential Mixed Use, Regional Mixed Use, and Corporate Office, Research and Development, and Light Industrial.

Walkability and place making principles, when incorporated into the creation of people-friendly places, can result in welcoming and interesting neighborhoods in which to live, visit, and socialize.

The following graphics outline in greater detail the general principles of walkability and place making, as encouraged by this Plan.



Frequent and connected pedestrian routes on a grid street pattern.



Buildings oriented to streets and open spaces. Plazas, parks, and green spaces designed and located to serve multiple uses and activities.



Off-street parking and garages, as well as service and loading areas, located behind buildings, with driveways shared and minimized.



Commercial uses fronting Jefferson Davis Highway; shared access between businesses; minimal setbacks and parking between buildings and roads; and roads that accommodate a mix of pedestrian, bicycling, and vehicular movements.



Mix of housing types close to each other and to supporting uses.



Human scale addressed with attention to building, public space, streetscaping and landscaping details.



Clear, continuous pedestrian access to and between destinations.



ChesterFest (Chester, Virginia).

Population and destination densities sufficient to promote social interactions and support civic and commercial activities.



Ettrick Fall Festival (Ettrick, Virginia).

The Northern Jefferson Davis Special Area Plan geography south of Route 288

The Plan geography south of Route 288 is developing or redeveloping as a suburban commercial corridor, as has other corridors along major roads within the county. However, properties east of Jefferson Davis Highway, between Route 288 and Route 10, are within the Jefferson Davis Highway Corridor Area. It may be desirable to include these properties within the Post Development Area, which requires higher standards for new office, commercial, and industrial development along major roads. Post Development Area standards currently apply to development along the west line of Jefferson Davis Highway, between Route 288 and Route 10, as well as the east and west lines of Jefferson Davis Highway south of Route 10.



Development along Jefferson Davis Highway, south of Route 288, with the Jefferson Davis Highway Corridor Area (minimal setbacks and landscaping).



Development along Jefferson Davis Highway, south of Route 288, within a Post Development Area.

Utility Poles

Utility poles, prevalent along area roads, detract from the aesthetics of the community, especially along Jefferson Davis Highway. Relocating utility poles or burying lines underground is expensive and most likely would have to occur on a comprehensive basis rather than on a piecemeal basis. In general, above ground utilities will not inhibit the installation of street amenities but must be considered in the design of these amenities. As development occurs, opportunities to relocate or bury utilities should be considered.



Utility poles and lines within the Jefferson Davis Highway right of way.



Utility poles and lines relocated, or poles removed and lines buried within the right of way.



Conceptual redevelopment of properties fronting along the Jefferson Davis Highway right of way.

Section 8: Infrastructure Plan

The Infrastructure Section recommends improvement projects aimed at achieving the goal of this Plan by addressing issues and opportunities within the Plan geography. Infrastructure projects are tied to implementation items outlined in the Implementation Section of this Plan.

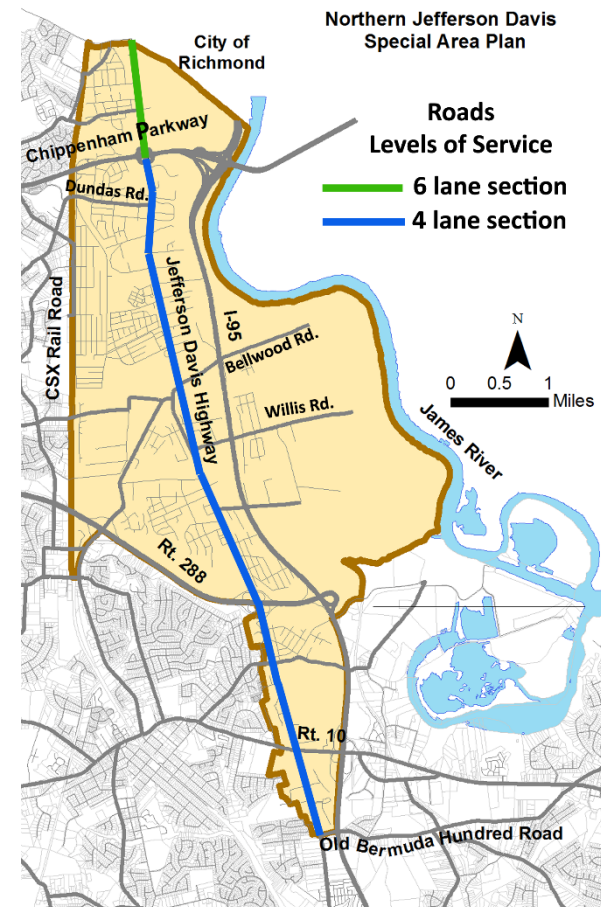
Transportation

Thoroughfare Plan

The Thoroughfare Plan (Chapter 13 of the Comprehensive Plan) designates Jefferson Davis Highway as a major arterial road. Major arterial roads accommodate high volumes of traffic, and provide primary connections between neighborhoods and employment/retail centers and to limited access roads.

Portions of the Jefferson Davis Corridor is planned to remain a four (4) lane facility based on historic growth trends; however, the ultimate right-of-way width of 120 feet could provide for a six (6)-lane roadway, which would accommodate the build out recommendations of the comprehensive Plan. Should the corridor build out based on the Land Use plan, portions of Jefferson Davis Highway are projected to operate at poor levels of service as a four (4)-lane facility and may warrant a six (6)-lane facility:

- Dundas Road to Chippenham Parkway
- Route 288 to Route 10



The Thoroughfare Plan includes two (2) proposed roadway connections east of I-95 within the Plan area; a proposed collector between Bellwood Road and Willis Road and a major arterial (90 feet wide) between I-95 at the Route 288 interchange and Old Stage Road. The proposed collector connection would provide an alternate route to the industrial uses along Bellwood Road, which currently have only one way in and out, and could provide access to some of the undeveloped land between Bellwood Road and Willis Road.

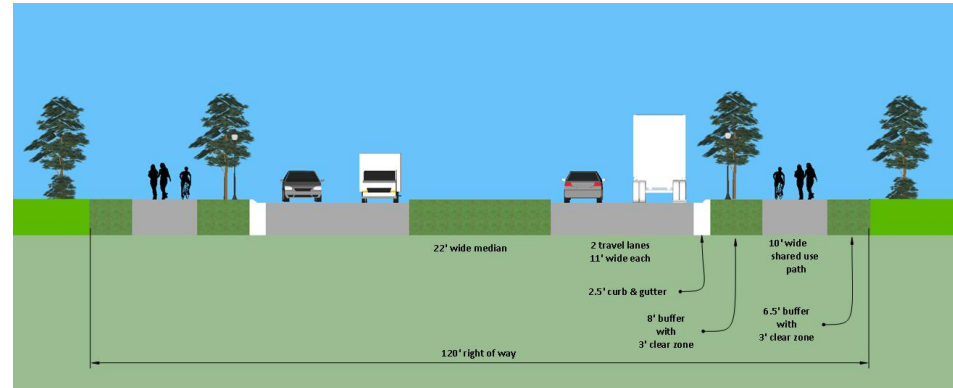
Typical Road Sections

With any development, redevelopment, or transportation improvements provided along the corridor, the following typical sections should be considered in accommodating pedestrian, bike, transit, and vehicle needs.

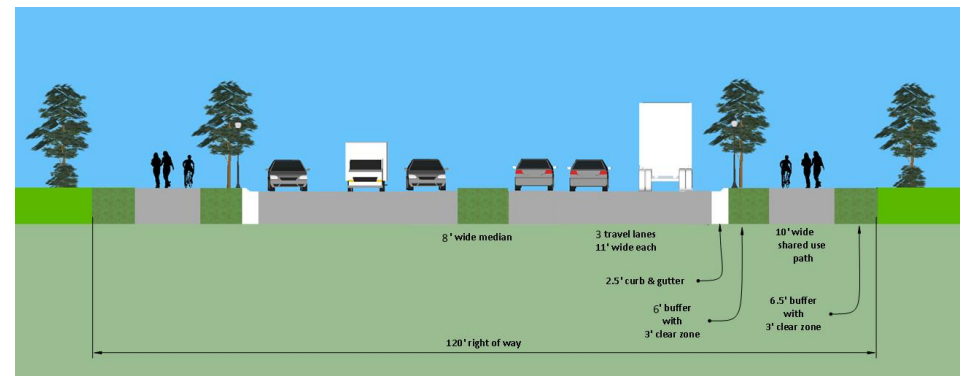
Jefferson Davis Highway within the Plan area is designated by VDOT as a Designated Truck Route for twin-trailers and transport trucks. These type trucks are not permitted to travel off this Designated Truck Route.

Per the VDOT Road Design Manual, the minimum lane width for principal arterial (the VDOT functional classification for Jefferson Davis Highway) with a 45 MPH design speed is 11 feet.

The recommended typical sections (depicted in the following graphics) would introduce a raised median to sections of the road that currently have a four (4) lane undivided typical section. This would restrict some left turn movements at existing accesses along the corridor. The



Four (4)-Lane Typical Section – from Chippenham Parkway to Old Bermuda Hundred Road.



Six (6)-Lane Typical Section – From Richmond City Limits to Chippenham Parkway.

location and type of median break would have to be determined based on access management guidelines defined in the VDOT Road Design Manual.

Typical sections are provided to show how both left and right-turn lanes may be accommodated within the ultimate right-of-way of 120 feet and still maintain pedestrian and bicycling accommodations. Turn

lanes can be accommodated by reducing the median and buffer widths. Turn lane locations should be determined based on volume warrants and impacts to level of service and safety. The location of existing utility lines must be taken into consideration when installing improvements.

In addition, pedestrian and bicycling accommodations should be provided on both sides of Jefferson Davis via the shared use path.

Potential utility conflicts along the corridor must be evaluated as development or projects occur.

Transportation Projects within the Northern Jefferson Davis Special Area Plan

I-95 at Willis Road Interchange (Exit 64) – Preliminary transportation recommendations from the ongoing I-95 at Willis Road Interchange Modification Report are provided below. The County will seek funding to implement the recommendations from this study as the funding becomes available:

- Reconstruction of the interchange as a roundabout configuration
- Reconstruction of Willis Road from I-95 to Coach Road as four-lane divided roadway
- Additional improvements (turn-lanes, installation/modification of traffic signals and pedestrian improvements) may be required at area intersections including the intersections of Jefferson Davis Highway at Willis Road and Reymet Road

I-95 at Route 10 Interchange (Exit 61) – Preliminary interchange improvements (ramp realignment, widening and extension of an acceleration lane; removal of loop-ramps, weaving segments, and

signalization of ramp movements) have been identified as part of the ongoing I-95 at Route 10 Interchange Modification Report. The County will seek funding to implement the recommendations from this study as the funding becomes available.

Jefferson Davis Highway and Old Bermuda Road – Installation of a traffic signal, turn lanes and sidewalk are currently underway.

Route 10 widening between Route 1 and I-95 – Includes widening Route 10 from four (4) lanes divided to six lanes divided between Jefferson Davis Highway and I-95. The project also includes the implementation of access management techniques and new sidewalks. The goal of this project is to provide a low-cost interim improvement aimed at improving capacity and safety along the corridor. Project construction is anticipated to start Spring 2018 with completion in Fall 2018. Based on the traffic study conducted during peak hour traffic operations at the intersection of Jefferson Davis Highway and Route 10 are projected to fail in the horizon year 2039. There are currently no long-term improvement projects programmed.

Dundas Road Pedestrian Bridge – Reconstruction of the existing Dundas Road bridge over the CSX railroad, between Meadowdale Boulevard and Strathmore Road, to include pedestrian accommodations that will improve pedestrian safety between nearby neighborhoods and Bensley Elementary School. Construction is anticipated to start in the summer of 2020.

Transportation Improvements Policy

In 1994, the Board of Supervisors adopted a policy for how the Transportation Department reviewed development proposals within the Jefferson Davis Highway Enterprise Zone (which has expired and

been replaced by a county-initiated Technology Zone), by instructing staff to:

- Recommend right-of-way dedications consistent with the Thoroughfare Plan
- Not to recommend customary physical transportation improvements (pavement widening, curb and gutter, sidewalk, traffic signalization, etc.)
- Continue customary review of site plans about regulation of access, on-site circulation, etc.

Staff recommends this policy be terminated with adoption of this Plan to recommend right-of-way dedications, access control, and transportation improvements with development proposals that are determined to be necessary by the Department of Transportation and that are consistent with this Plan.

Consider a dedicated revenue source to provide funding for infrastructure to lessen the cost of road improvements associated with qualifying economic development.

Access Management

Any major redevelopment will be required to evaluate access management per VDOT guidance.

One location where access management will be a major factor with redevelopment is along Willis Road. The adjacent properties are recommended on the Land Use Plan for regional mixed use north and south of Willis Road. Given the short distance between Jefferson Davis Highway and I-95 (about 2,100 feet) and depending on the footprint of

the preferred interchange configuration currently being evaluated, there may be limited opportunities for multiple full-access crossovers on Willis Road. Access to properties west of I-95 will be better accommodated on Jefferson Davis Highway.

Another location where access management techniques are a concern is the Route 10 widening project between Jefferson Davis Highway and I-95, which includes eliminating several crossovers, relocating crossovers as directional and closing/consolidating multiple driveways. The Route 10 corridor east of Jefferson Davis Highway is recommended on the Land Use Plan for community mixed use and community business, and should continue to apply access management efforts to further improve safety and capacity within the corridor.

development in proximity to the interchange at Route 288 and Jefferson Davis Highway, the interchange at Willis Road and I-95 and the Chippenham Parkway and Jefferson Davis Highway interchange.

In general, redevelopment of parcels within the influence of an interchange will need to apply access management standards that will meet adequate spacing from an interchange. This applies to development in proximity to the interchange at Route 288 and Jefferson Davis Highway, the interchange at Willis Road and I-95, and the Chippenham Parkway and Jefferson Davis Highway interchange.

The following best-practice access management techniques should be evaluated as redevelopment occurs:

- Defined driveway widths to promote safe ingress and egress to parcels along Jefferson Davis Highway

- Consolidated driveways and cross-access easements between adjacent parcels to assist in reducing the number of trips on Jefferson Davis Highway

Transit Alternatives

There are a range of potential transit services that could be explored within the Plan geography. Two (2) viable alternatives include expansion of on-demand service and bus rapid transit. Traditional fixed-bus service was considered but not recommended due to the associated cost and the lack of necessary density in population to warrant typical bus service.

Jefferson Davis Highway – Overview of Potential Transit Alternatives

An evaluation of potential transit needs along the corridor based on transit dependability factors (population with zero (0) or one (1) vehicle, population in poverty, population 65 and older, etc.) should be conducted. Long-term alternatives will likely occur as the corridor redevelops, and may be concentrated at potential higher density locations. Additional transit related possibilities include:

- Connections to Jefferson Davis Highway via sidewalks, bikeways, and shared use path as shown on Bikeways and Trails Plan, which

Alternative	Additional Information/Considerations
Microtransit or Demand Responsive Services <ul style="list-style-type: none"> For areas outside fixed route service areas, or in place of fixed route where it is not cost effective, there are additional options Door-to-door demand responsive service 	<ul style="list-style-type: none"> Typically, privately owned and operated High level of flexibility Tailor operations to match travel behavior Selective service offerings – focused on very limited routes or areas More amenities and services Various providers Uber, Lyft, Leap Transit, Loup, Chariot, Bridj, Shuddle and others User cost
Bus Rapid Transit (BRT) along Jefferson Davis Highway	<ul style="list-style-type: none"> Recommended in the Draft RVA Transit Vision Plan – 2040 Long-term alternative Potentially reliable service at 10 or 15 minute intervals Off-board fare collection Traffic signal priority and dedicated lanes Public cost

can provide access to potential future transit along Jefferson Davis Highway.

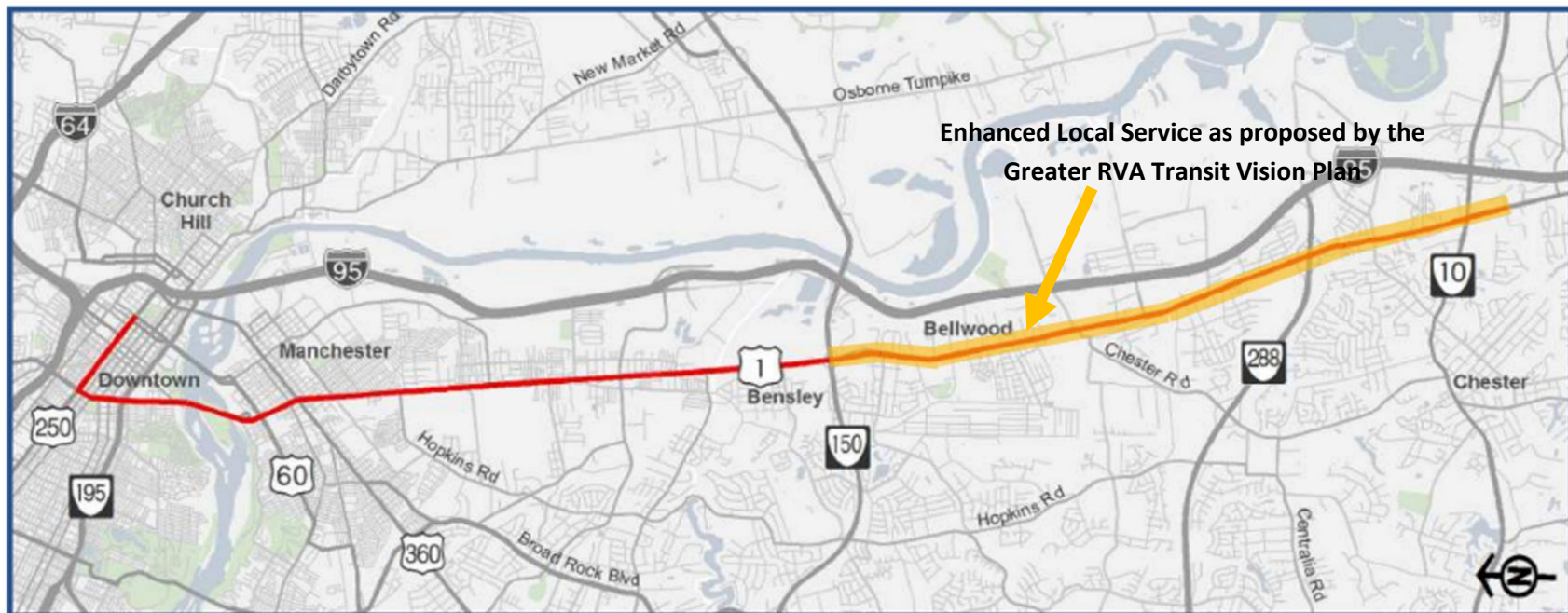
- Additional right-of-way for transit accommodations (bus stop locations, shelters, benches, etc.).

Greater RVA Transit Vision Plan

The purpose of the Vision Plan is to assess the transportation system and make transit recommendations for the next 20 years (horizon year of 2040) for the Richmond region.

The Greater RVA Transit Vision Plan Summary identifies the following for Jefferson Davis Highway within the Northern Jefferson Davis Special Area Plan:

The Jefferson Davis route would provide high frequency service from down-town Richmond to John Tyler Community College in Chester. This new enhanced local service would provide access to Manchester, Bellemeade, Amphill Heights, Bellwood and the major retail centers around Route 1 and Route 10. In the future this route could be extended all the way to Peters-burg, providing inter-regional travel options.



Because the Vision Plan makes recommendations for the year 2040, county staff is working with the Virginia Department of Rail and Public Transportation (VDRPT) to determine what types of service, if any, could be successfully implemented in the next 1-5 years.

One option that could warrant further consideration is implementation of a replica trolley system. From a historical perspective, the community was served by the Richmond and Petersburg Electric Railway Company until the 1940's. The original trolley system ran down Route 1 as far as Chester Road, and a small trolley structure still stands at the intersection of Route 1 and Sherbourne Road.

A similar system, The Star Line, has been implemented in the City of Roanoke by Valley Metro, with financial assistance for operating costs from The Carilion Clinic, Downtown Roanoke, Inc. and the City of Roanoke. The current service is completely free and operates from 7AM to 7PM, Monday through Friday with service every 15 minutes, and more frequent service from 10AM to 2PM. It serves a 1.5 mile corridor in downtown Roanoke with 13 stops, providing access to several historic sites and The Carilion Roanoke Memorial Hospital.

Should the Northern Jefferson Davis community redevelop as recommended in the land use section of this Plan, a trolley system, like The Star Line, may be a viable form of public transportation along the Route 1 corridor. It could provide access to the historic and cultural resources, riverfront, community resource center, and farmer's market, among others. As redevelopment occurs along the corridor, areas to accommodate public transportation should be included in the potential town center and economic development areas, as well as in each

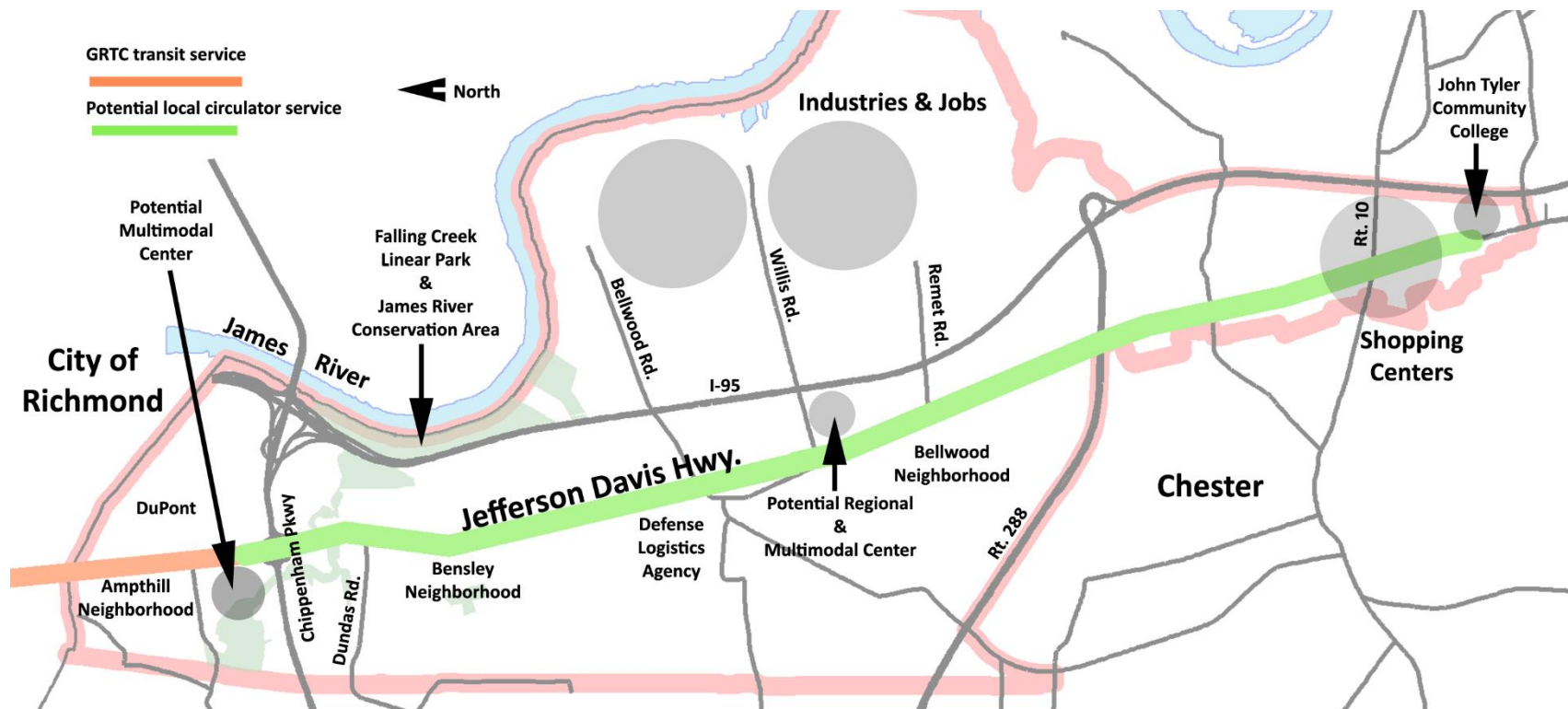


Historic trolley structure in Bensley

neighborhood. Before any service is implemented, a detailed feasibility study should be completed to confirm that existing densities and land uses are adequate to support the planned service. A dedicated, sustainable source of funding for operating expenses must also be identified prior to any implementation.



Replica trolley in Roanoke, VA



Park and Ride Recommendations

VDOT developed a Park and Ride Investment Strategy (2014) for the Richmond region and identified potential park and ride locations based on regional travel patterns. A location was deemed feasible for a park and ride lot in Chesterfield County within the geography of this plan amendment, near Jefferson Davis Highway at Chippenham Parkway.

Pedestrian and Bicycle Circulation

The pedestrian and bicycling circulation recommendations of this Plan build upon the adopted Bikeways and Trails Plan. This Plan provides further detailed recommendations for pedestrian and bicycling facilities recommendations for the Plan geography. This is especially true for areas where existing development and infrastructure is well established and/or planned, and the types and locations of pedestrian and bicycling facilities can be better determined. The following is

considered with the development of any new pedestrian or bicycling considerations:

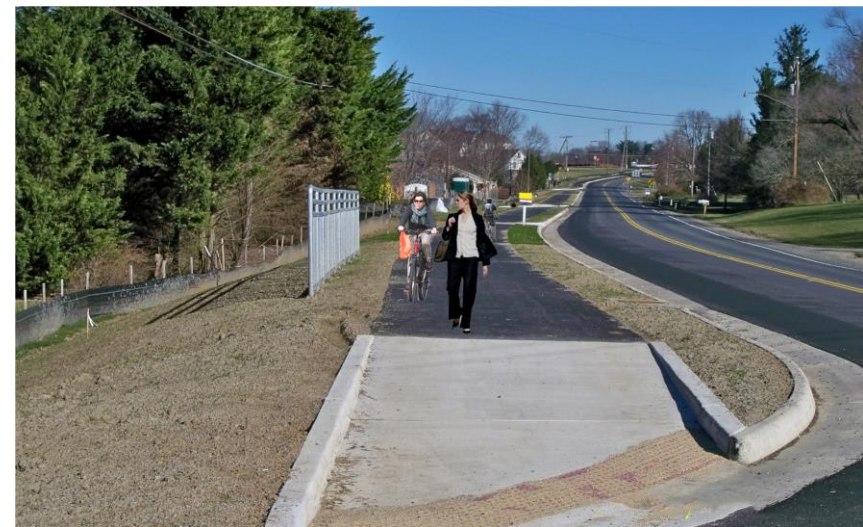
- Use adopted Bikeways and Trails Plan as guidance
- Encourage pedestrians to cross Jefferson Davis Highway at traffic signals
- Add pedestrian accommodations such as American Disabilities Act (ADA) curb ramps, crosswalks, push buttons, signal heads to existing traffic signals when funding becomes available or development proposals warrant, in locations where none are present and it is determined that there is pedestrian demand and safety concerns
- For areas along Jefferson Davis Highway where a traffic signal is not within walking distance, consider limited alternative unsignalized pedestrian accommodations (e.g., crosswalks, high intensity activated crosswalk, and channelized devices to prevent pedestrian crossings in the median). Two (2) potential unsignalized crossing locations have been identified in the Plan based on nearby pedestrian attractions (school, park, community center, etc.). A traffic engineering study should be conducted to determine if crossings are warranted, appropriate locations for crossings if warranted, and the type(s) of pedestrian crossing needed.

Proposed Pedestrian and Bicycling Improvements

With this Plan amendment, the following improvements are recommended:

- Neighborhood Byways: almost four (4) miles;
- Protected Sidewalk in Median: almost 0.75 mile;
- Shared Use Paths Off Road: almost 25 miles;
- Shared Use Paths On or Along Roads: about 24 miles; and
- Sidewalks On or Along Road: about 3.5 miles

(Note: For detailed definitions of recommended improvements, consult Moving Forward – The Comprehensive Plan for Chesterfield County, Chapter 14: Bikeways and Trails.)



Shared use path for pedestrians and bicyclists within the public right-of-way and separated from vehicular traffic lanes.



Neighborhood byway: pavement markings and signage in a neighborhood alerting motorists to the presence of pedestrians and bicyclists.

The following graphics illustrate how pedestrian crossing improvements could be provided at key locations along Jefferson Davis Highway.



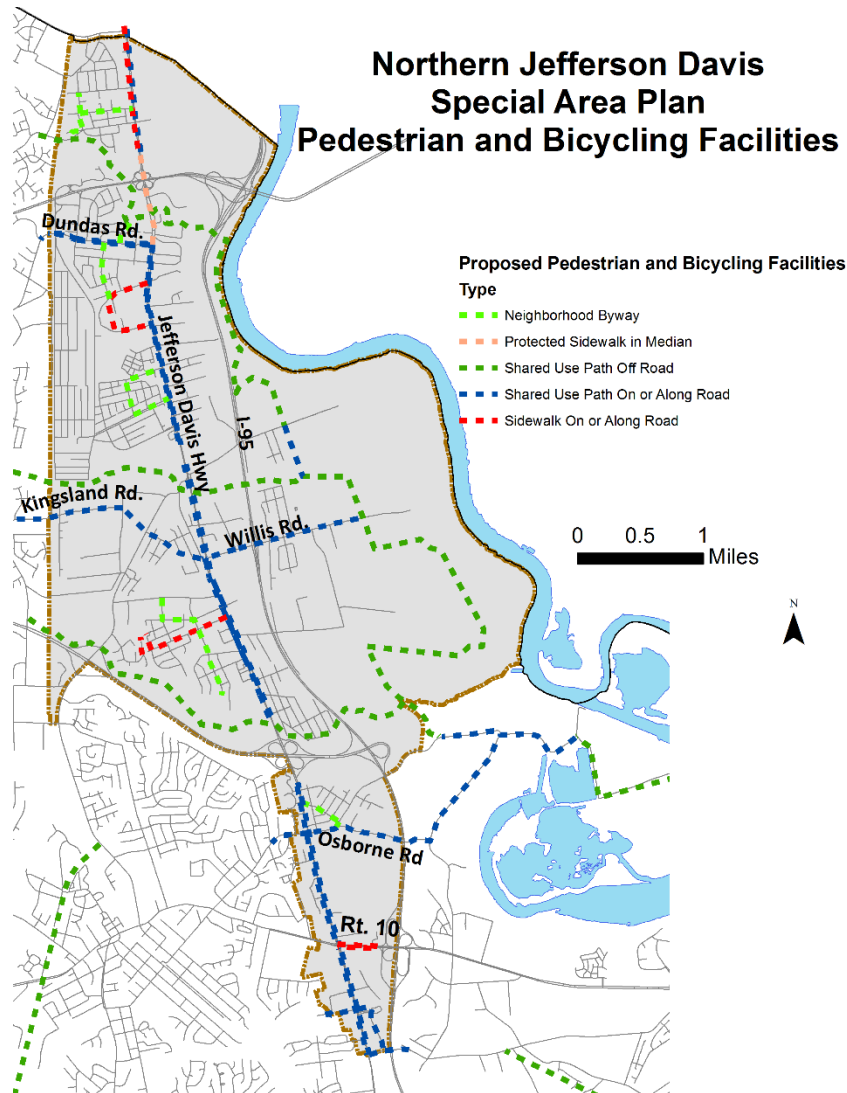
Conceptual illustration of pedestrian crosswalk at Jefferson Davis Highway & Swineford Road, in the Bensley neighborhood.



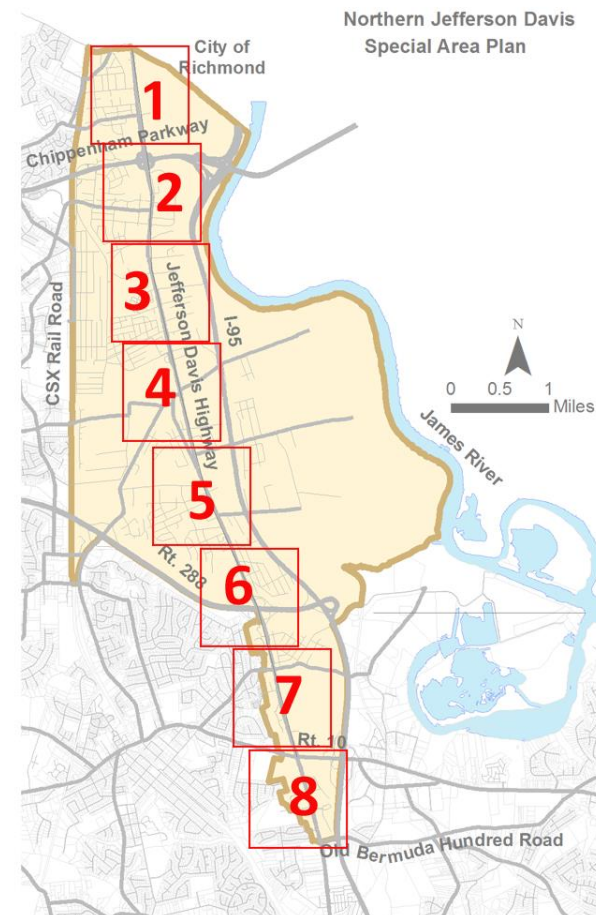
Conceptual illustration of pedestrian crosswalk at Jefferson Davis Highway & Perlock Road, in the Bellwood neighborhood.



Conceptual illustration of pedestrian crosswalk at Jefferson Davis Highway & Swift Run Road, south of Rt. 288.



The following maps depict in greater detail the recommended facilities for the Plan geography:



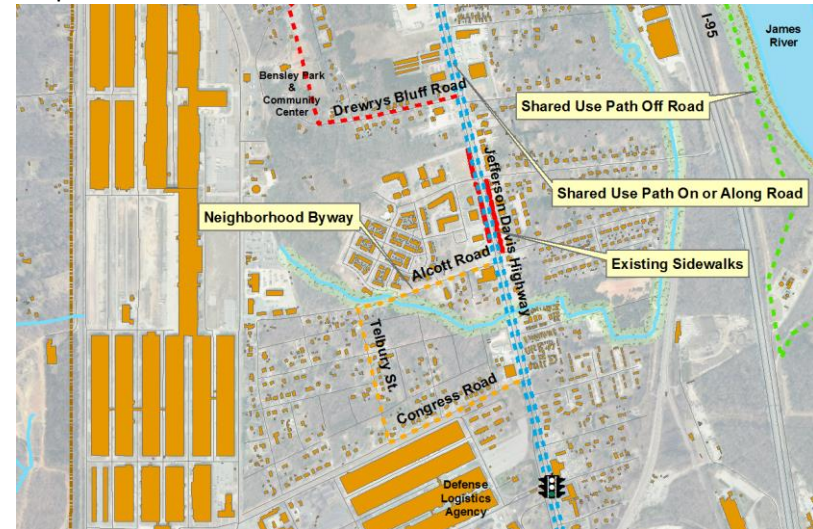
Map 1



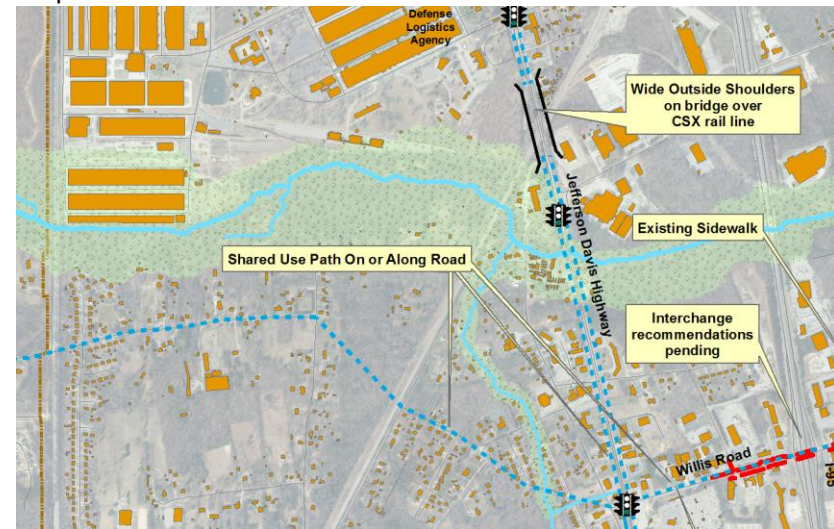
Map2



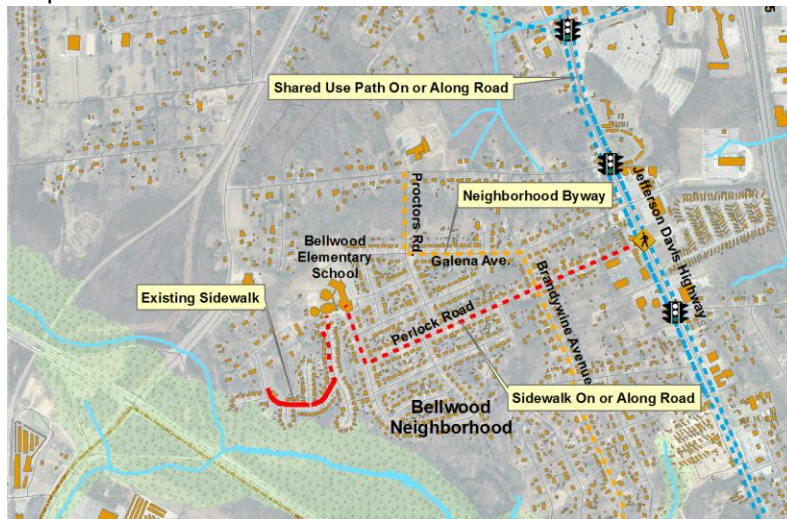
Map 3



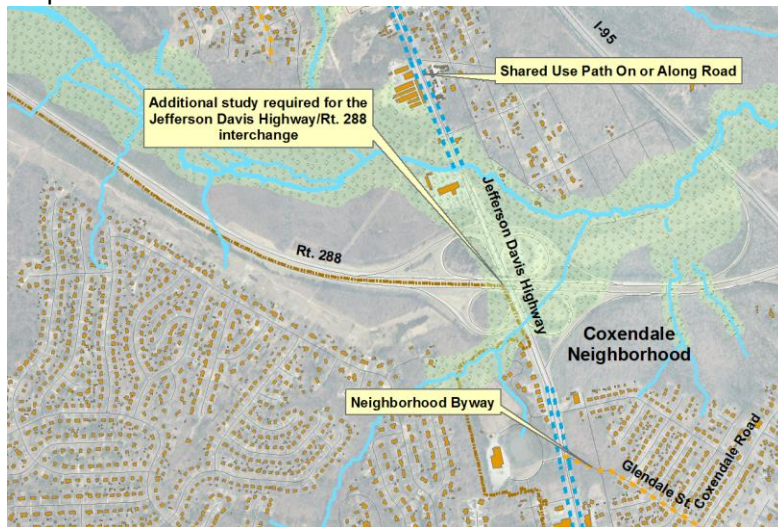
Map 4



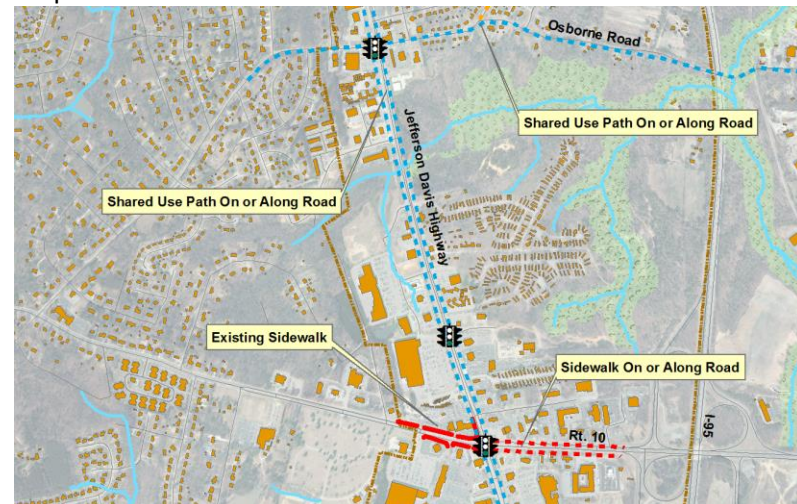
Map 5



Map 6

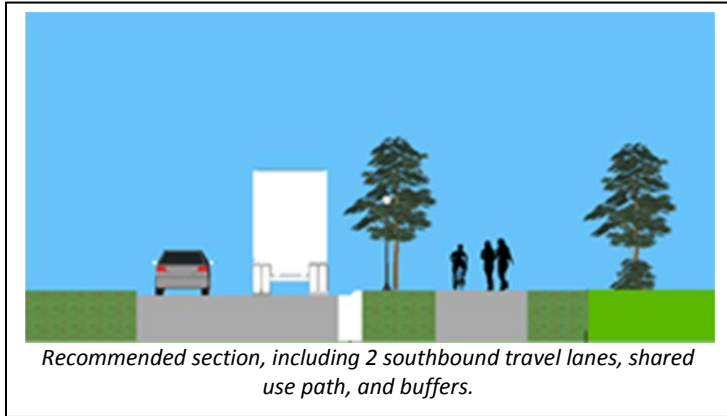


Map 7



Map 8





Looking south along Jefferson Davis Highway, in Bensley: Existing conditions.



Conceptual view with pedestrian, bicycling, and streetscaping amenities installed along the west side of the Highway (where the existing right-of-way can accommodate improvements).



Conceptual view with pedestrian, bicycling, and streetscaping amenities installed along the west side of the Highway and road frontage parcels redeveloped for neighborhood commercial uses in accordance with the design standards recommendations of this Plan.

Public Water and Wastewater**Public Water and Wastewater Systems – General**

Most of the Plan area has an extensive system of water distribution mains and wastewater collection lines. There are pockets in the developed areas that do not have access to public water and/or wastewater service. Typically, these areas are residential and were developed prior to extension of public utilities to the area. The county's response to requests for public service in those areas is to consider the creation of water and wastewater assessment districts. In some areas, Community Development Block Grant funding may be available for water and wastewater service extension projects.

Public Water Service

The following utility projects are in the current 10 Year Capital Improvements Program (CIP):

- Replacing 60-year-old waterline along Emblem Drive and Remuda Drive (in the Amphill neighborhood, and recommended on the Plan for Suburban Residential 2)
- Replacing 50-60-year-old waterlines in the Falling Creek Hills neighborhood (in the Bensley neighborhood, and recommended on the Plan for Suburban Residential 2)
- Replacing 60-year-old waterline along Perrymont Road (recommended on the Plan for Corporate Office, Research and Development, and Light Industrial)
- Replacing 55-year-old waterlines in the Quail Oaks neighborhood (in the Bellwood neighborhood and recommended on the Plan for Suburban Residential 2)

- Replacing 60-year-old waterline along the western side of Jefferson Davis Highway from Forest Lake Road to Osborne Road (recommended on the Plan for a mix of residential, office, commercial, and industrial uses)

The first four (4) projects listed will provide for better public water service reliability, by replacing aging infrastructure and reducing the chance of failure occurring in our system.

The project along Jefferson Davis will not only provide better reliability by replacing aging infrastructure, but will also increase the size of the line from eight (8) inches to 12 inches, thereby increasing the capacity to serve new development and redevelopment as it occurs.

Future water system projects identified in the Water and Wastewater Facilities Plan include the following recommendations for increased water supply capacity:

- Increase the pumping capacity of the Dutch Gap Pumping Station from 11.5 million gallons per day to 20 million gallons per day
- Replace the 0.75-million-gallon Dutch Gap Tank with a 2.0-million-gallon tank
- Provide an additional line parallel to a portion of the 24-inch waterline along Jefferson Davis Highway

These improvements are tentatively scheduled to be in service between 2025 and 2035.

Public Wastewater Service

The existing wastewater infrastructure is adequate to meet the needs of the proposed redevelopment and land use changes with this Plan.

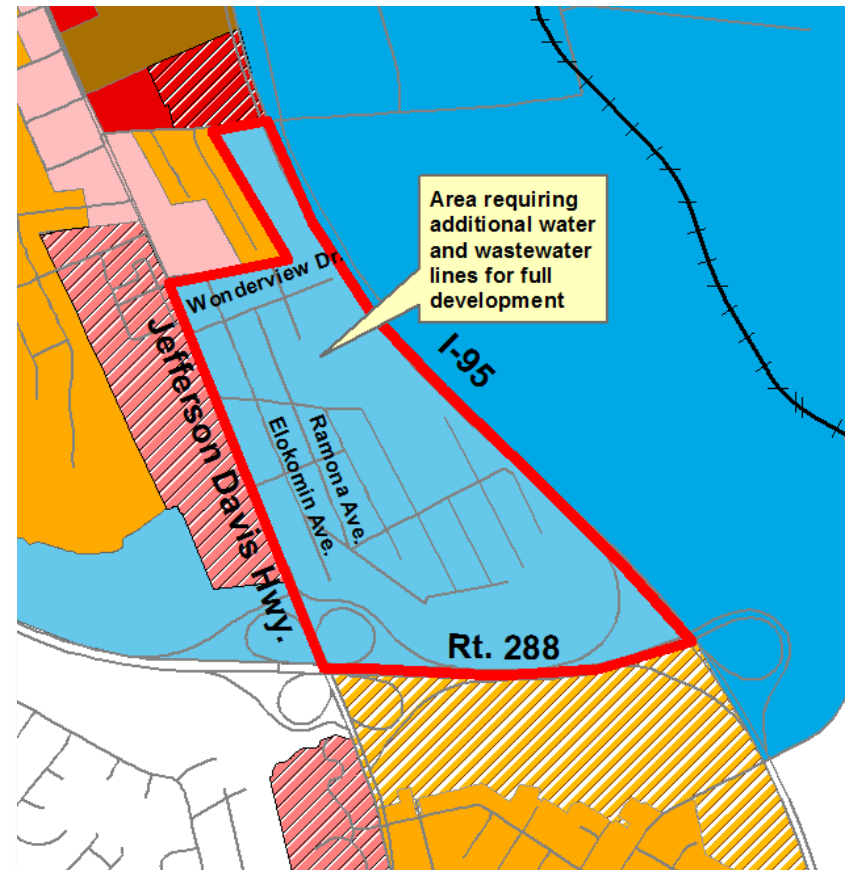
Public Water and Wastewater ExtensionsPotential Economic Development Areas

Through the Plan amendment process, two (2) areas have been identified that would require public water and/or wastewater upgrades to accommodate full development:

- New water lines sized for future development would need to be extended from the 16-inch water main along Jefferson Davis Highway, and looped to provide an interconnected distribution system to meet future domestic and fire flow demands
- New wastewater collector lines sized for future development will need to be extended from the 42 inch Proctors Creek Trunk Sewer located along the southern boundary of this area

The area bounded by Wonderview Drive to the north, I-95 to the east, Jefferson Davis Highway to the west, and Route 288 to the south is recommended in the Land Use Plan for corporate office/research and development/light industrial development. It is anticipated that this area will eventually redevelop. However, most of the properties in this area do not have public water and wastewater service readily available to serve full development as recommended on the Plan. Specifically, the existing water lines serving some residences on Elokom Avenue and Ramona Avenue within this area are not adequate to support redevelopment of that area.

The area bounded by Bellwood Road to the south, I-95 to the east, the



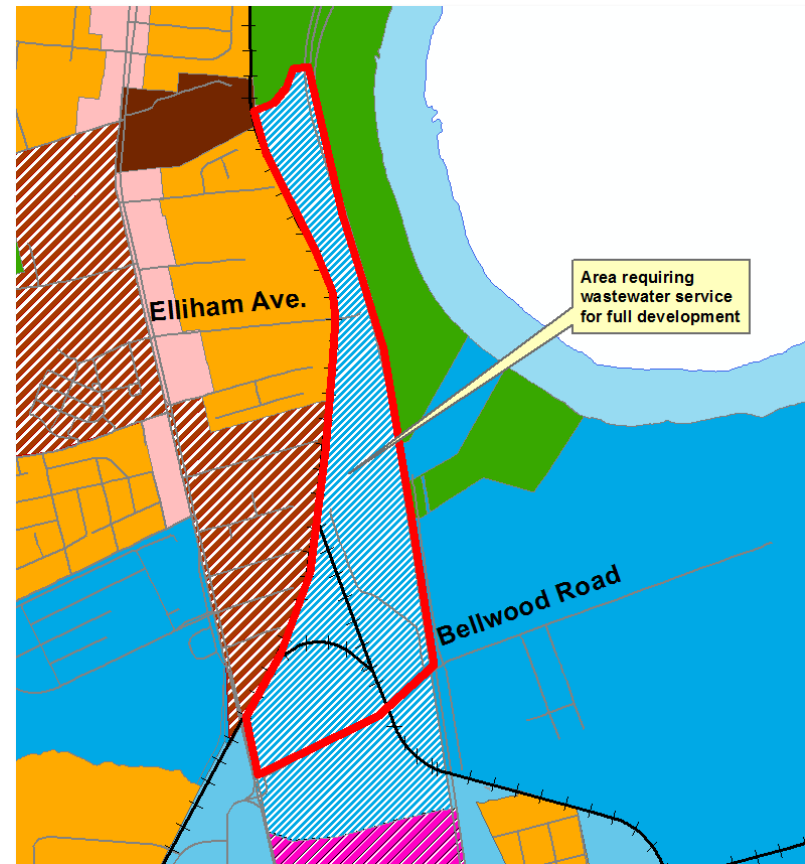
Seaboard Coast Line Railroad to the west, and a tributary of Falling Creek to the north, is recommended for industrial development on the Land Use Plan. However, the public wastewater system is not readily available. An existing gravity wastewater line is located west of the railroad right-of-way, but several costly bored crossings of the existing railroad mainline tracks would be necessary to access this line. The

portion of this area located south of Elliham Avenue could be served by a gravity line extended from the Kingsland Creek Trunk Sewer located south of Bellwood Road, which would require only a single crossing of a spur railroad line. The property owners in that area should be encouraged to jointly fund such extension. The portion of this area located north of Elliham Avenue would have to connect to the gravity line located west of the railroad right-of-way. This would require a single bored crossing and most of the extension could be an aerial line. Site engineering would determine the best location for this bored crossing to minimize the amount of exposed wastewater line.

Residential Areas

In addition to the economic areas identified above, several residential areas lack public water and/or wastewater infrastructure. For any undeveloped areas being recommended for residential uses, developers will be responsible for extending necessary public water and wastewater lines. For existing residential areas currently without public water and/or wastewater service, either creation of assessment districts or pursuit of a CDBG funding are currently the only funding sources available.

- Area south of Route 288, east of Jefferson Davis Highway: Normandale Terrace, Coxendale, and Henricus Green subdivisions are served by the public water system. Public wastewater service is available from a 42-inch trunk sewer along Proctors Creek, located north of Route 288.
- Area south of Defense Logistics Agency, between two (2) CSX railroad rights-of-way and south of Kingsland Road (Hunter Lane, Brinkley Road, Dorsey Road, and Thurston Road): This area is not served by the public water or wastewater systems. Public water service could be extended from an existing 12-inch water line along



Kingsland Road. Public wastewater service could be extended from a 36-inch trunk sewer along Kingsland Creek.

- Area off Chester Road: Crescent Park subdivision – Currently there is no public water service on portions of Normandale Avenue and Clovis Street. Public water service could be extended from an eight

(8) inch water line at the intersection of Normandale Avenue and Omaha Street. A portion of Crescent Park (Omaha Street, Carswell Street, and a portion of Normandale Avenue) received public wastewater service in 2002 as a CDBG project. Phase 2 of Crescent Park was considered for CDBG funding, but was never pursued. Recently, public wastewater service has been extended from Normandale Avenue, along the Clovis Street right-of-way, to serve the new Oakdale subdivision. This extension for a new development makes public wastewater service directly available to existing homes on Normandale Avenue and Clovis Street.

- Area off Bellwood Road: Bellwood Estates subdivision is not served by the public water or wastewater systems. Public water service could be extended from a 12-inch water line along Bellwood Road. Public wastewater service could be extended from the Kingsland Creek Trunk Sewer, which is approximately 850 feet south of the subdivision.
- Area off Willis Road: Plymouth Haven subdivision is not served by the public water or wastewater systems. Public water service could be extended from a 12-inch water line on Willis Road, currently terminating approximately 750 feet west of Southwood Road. Public wastewater service could be extended from a 15-inch sub-trunk at southern boundary of the subdivision.
- Area off Norcliff Road: Kingsland Heights subdivision is served by the public water system. Public wastewater service could be extended from an eight (8) inch collector line located on Norcliff Road, approximately 700 feet west of Pams Avenue.

Parks and Recreation

The Parks and Recreation Department is committed to leveraging the rich history and natural resources of the area by incorporating these resources into recreational facilities.

- The first phase of the Falling Creek Linear Park is nearing completion and incorporates the Falling Creek Ironworks site, and plans include extending this park east to the James River via the James River Conservation Area and west to Gates Mill Park.
- The western portion of the Falling Creek Linear Park includes 50 acres of park land just south of Gates Mill to be developed with parking, trails, and picnic areas.
- In accordance with the recently adopted Bikeways and Trails Plan, a system of trails to connect these facilities to roads and neighborhoods, as well as to a county-wide trail system, is recommended. All new facilities will be built as resources become available.
- The Plan area includes the recently acquired James River Conservation Area, a 109-acre property with about a mile of James River frontage from Falling Creek to the end of Fort Darling Road near Drewry's Bluff. Plans for the conservation area include trails, a boat launch, fishing access, a scenic route along the James River via a shared-use path, picnic areas, observation platforms overlooking the river and Civil War interpretation stations.

- Renovations and additional facilities are planned at existing parks, such as Bensley Park and Gates Mill Park, along with bicycling and walking trails along Falling Creek, the James River and along Kingsland Road.
- Additional small parks will be developed as appropriate locations are identified.
- There are also opportunities at the existing Bellwood and Bensley Elementary Schools for additional community recreation where appropriate.
- There are opportunities for adaptive reuse of the school building and grounds at the current Beulah Elementary School after the new school is constructed. Although the site is outside of this Plan area, future use of this site for a community center and neighborhood park would provide additional recreational opportunities for area residents, including those who live within this Plan area.
- Venues for county recreational and historic celebration events could include expansion of the current Falling Creek Ironworks Annual Events, James River focused events (at the James River Conservation Area), and events at Drewry's Bluff (Fort Darling) in partnership with the National Parks Service.



Fort Stevens Park in Bellwood: Fort Stevens was constructed during the Civil War in 1862 after the Seven Days Campaign, as part of the defenses of Richmond.



Bensley Park & Community Center.

- Parks and Recreation is also exploring opportunities to rehabilitate the Historic Rt. 1 Wayside and Bridge, located along Falling Creek in the median of Jefferson Davis Highway.



Falling Creek Greenway & Rt 1/ 301 Trail Head - Rendered Site Plan

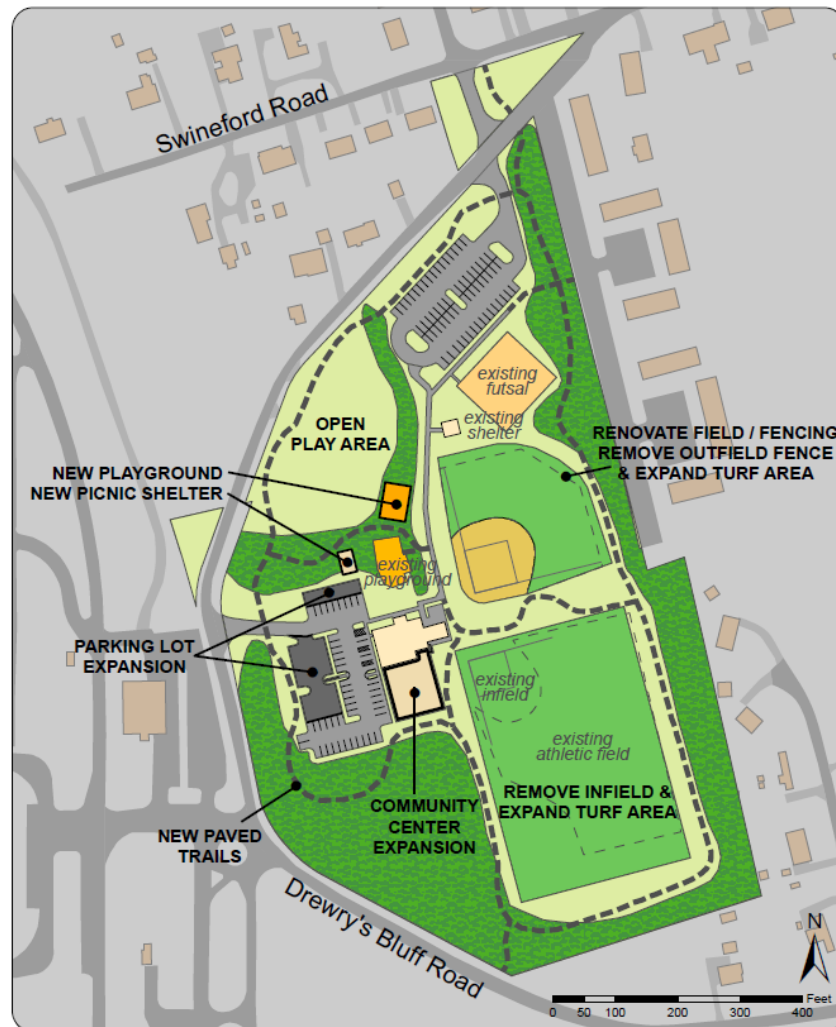
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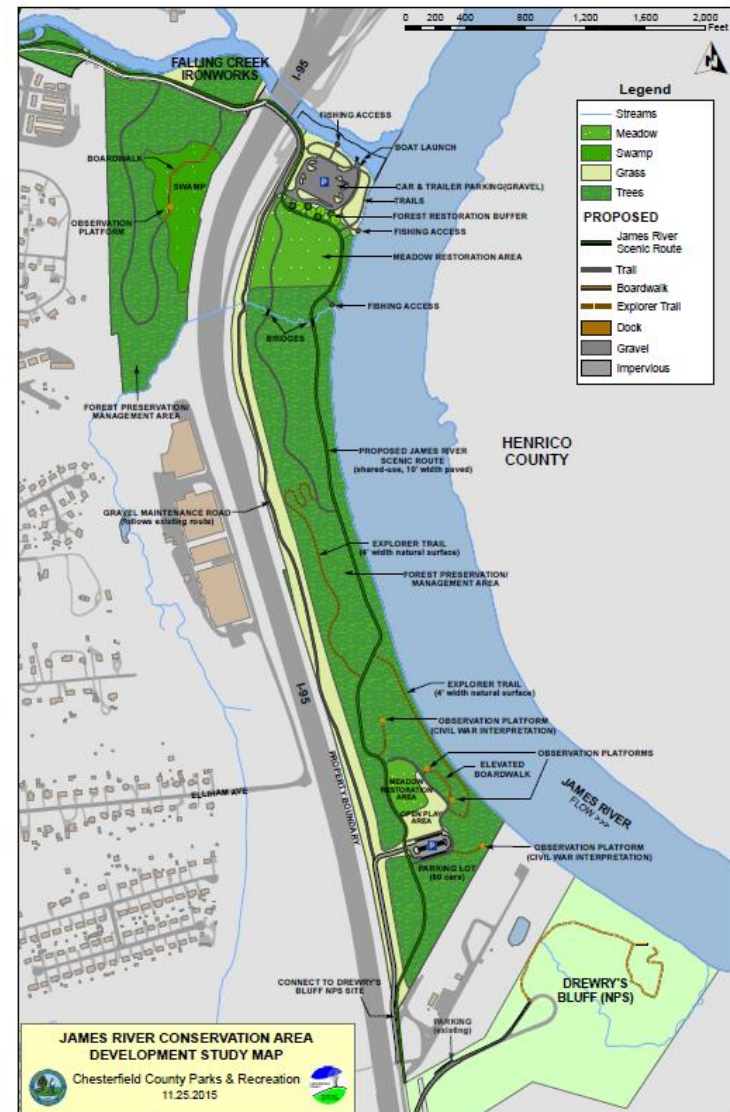
CHAPTER 11: SPECIAL AREA PLANS

11.3 NORTHERN JEFFERSON DAVIS SPECIAL AREA PLAN

Section 8: Infrastructure Plan



BENSLEY PARK - CONCEPTUAL DEVELOPMENT PLAN
Chesterfield County, Virginia Parks and Recreation 9-15-16



Community Resource Center

Through this Plan amendment, the county has an opportunity to address what can be called the 'triad of community wellness': Financial Health, Mental Health and Physical Health.

The county already provides a wide range of health and social services as well as recreational and educational opportunities and resources. However, many residents within the Northern Jefferson Davis community cannot easily access such services and resources located at the county government center complex or in other parts of the



county. In addition, services normally provided by the private sector, such as doctor's offices, clinics, and pharmacies, are lacking within the community. As many area residents lack personal vehicle transportation or are unable to drive, most private sector services located outside the community are not readily accessible to these residents.

Improved access to county services could be achieved by locating a new community service center along Jefferson Davis Highway within the Plan area geography, near existing and anticipated residential areas between Chippenham Parkway and Route 288. In addition to health and social



Richmond Community Service Center at Southside Plaza.

services, the center could also include: job skills/training; adult education (English as a second language, etc.); community job fairs (in partnership with area industries and John Tyler Community College); library services (satellite and/or mobile); and a computer center.

In addition, a behavioral and physical health facility, in partnership with state agencies and local private and non-profit healthcare entities, could be included within this community service center or be housed in a separate facility. Such facility would provide affordable care to the community and could include 24-hour emergency care, along with community resource center functions centered on mental health/social services programs.

; and medical services (satellite and/or mobile, including behavioral and emergency medical services, immunizations, etc.). Such a facility could even be designed to include meeting rooms for community groups, day care services, fitness programs, educational programs, a farmer's market, and a venue for cultural events.

Continued and expanded use of Bellwood and Bensley Elementary Schools as (limited) community centers, and continued operation and expansion of Bensley Community Building as a recreation-focused center, will further enhance access to services and programs to area neighborhoods.

Farmer's Markets

This Plan amendment also encourages the establishment of farmer's markets within the community. Such markets provide residents with fresh produce, provide opportunities for social interactions, serve as attractions for visitors to the community, and support the local

economy with small business opportunities and seasonal employment close to home. Farmer's markets can be established through public/private partnerships at parks, be incorporated into the recommended service center, and/or incorporated as private ventures within new developments as activities within public spaces and plazas.



Lakeside Farmers Market in Richmond.



The Market at Magnolia Green in Chesterfield.



Carytown Farmers Market in Richmond.



Richmond South of the James Farmer's Market at Forest Hill Park.

Section 9: Implementation

Note: The Implementation Section will amend Chapter 16: Implementation of *Moving Forward – The Comprehensive Plan for Chesterfield County* upon adoption of the Northern Jefferson Davis Special Area Plan. Priority timeframe starts upon adoption of Special Area Plan. None of the major projects in this list have been programmed into the FY 2018 budget. The Board of Supervisors determines which major projects to fund and when they should be initiated. Some items listed as ‘not applicable’ (N/A) under funding options may still have financial impacts to the county from unrealized revenue (fees) or use of staff resources to carry out action.

Levels of Difficulty

Modest Actions- utilize existing resources and can be completed in a short timeframe

Moderate Actions – may require additional resources to be completed

Mighty Actions – will require significant new resource commitments

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
1. Revitalization Area. Designate the entire Plan geography as a revitalization area for the purposes of focusing and prioritizing county revitalization efforts.	Community Enhancement	Month 1	Modest	N/A	Areas adopted by Board
2. Jefferson Davis Highway Neighborhood Enhancement Program. Expand the existing proactive property maintenance program to the Plan area.	Community Enhancement	Month 1; Ongoing	Moderate	N/A	Area neighborhoods identified; approached
3. Redevelopment Policy. Develop policy to guide the county in redevelopment.	Community Enhancement	Month 1	Modest	N/A	New administrative policy adopted
4. Transit Coordinator. Identify a single point of contact / responsibility to manage and coordinate transit resources, opportunities, and concerns.	Human Services	Month 1	Modest-Moderate	N/A	Identify coordinator and duties

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
5. Jefferson Davis Highway Regional Meeting. Hold an annual meeting between public and private stakeholders in the county and City of Richmond to discuss projects, programs, coordination, and concerns along Jefferson Davis Highway.	Planning / Community Enhancement / RRPDC	Month 2, ongoing	Modest	N/A	Annual meeting held with attendance by City and County staff and officials
6. Code Enforcement Policy in Revitalization Areas. Create a policy outlining county's approach and priorities for property maintenance enforcement in revitalization areas.	Community Enhancement	Month 3	Modest	N/A	New administrative policy adopted
7. Neighborhood and Business Cleanup Assistance. Provide resources (dumpsters, disposal, monitoring, etc.) for cleanup efforts initiated and performed by citizens and businesses.	Community Enhancement / JDA	Month 3, ongoing	Moderate	General Fund	Regular clean-up activities by residents and businesses
8. Housing Rehabilitation Zone. Incentive zone overlay to encourage residential development, rehabilitation, and redevelopment in revitalization areas. Incentive package could include fee waivers, process simplification, and targeted development standards for a 10-year zone term.	Community Enhancement / Planning	Month 3	Moderate	N/A	Ordinance amendment adopted by Board
9. New Design Standards. Revise existing standards to increase development quality and aid redevelopment efforts (such as supporting reduced site acreage requirements).	Planning	Month 3	Modest	N/A	Ordinance amendment adopted by Board
10. Rezoning Incentives. Amend fee schedule to waive fees for rezonings, in compliance with plan. Explore other potential incentives.	Planning	Month 3, ongoing	Modest	N/A	Ordinance amendment adopted by Board Study other potential incentives

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
11. Market/Publicize Incentives and Opportunities. Actively market incentives and opportunity sites to encourage investment in Plan area. Include training of frontline Community Development personnel.	Community Enhancement / Economic Development	Within 6 months	Modest	N/A	Marketing plan created and implemented by staff Staff training completed
12. Tax Exemption Programs. Market current programs to increase usage in revitalization areas. Evaluate use of new construction tax exemption programs allowed under state law.	Community Enhancement / Real Estate	Within 6 months	Modest	N/A	Ordinance amendment for new construction adopted by Board Marketing program
13. Demolition Assistance. Create a program and funding source to support and encourage demolition of obsolete structures in revitalization areas, beyond the scope of blight removal program. This incentive could be in the form of loans or grants, and would aid redevelopment efforts.	Community Enhancement	Within 6 months	Moderate	General Fund	Program created and funded by Board
14. Jefferson Davis Highway Community Safety Education Program. Work with the community to hold training sessions on crime prevention tips and techniques.	Police / JDA	Within 6 months, ongoing	Modest	N/A	Programs marketed and sessions held regularly
15. Human Services Coordinator. Identify a single point of contact within the county to coordinate and promote human service division programs and services for the benefit of the community.	County Administration	Within 6 months	Modest-Moderate	N/A	Identify coordinator and duties
16. Homeowner Education and Training. Develop education programs and training for low income and first-time homebuyers regarding home maintenance and repairs.	Community Enhancement	Within 6 months	Moderate	CDBG Non-profits General Fund	Instructional program established; training initiated

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
17. Redevelopment Entity. Evaluate the feasibility and process of the creating an independent entity composed of public and private sector experts to implement redevelopment initiatives.	Community Enhancement	Within 1 year	Modest	N/A	Study developed and presented to Board of Supervisors
18. Jefferson Davis Highway Streetscape Improvement District. Create construction plans and phasing for streetscape improvements along Route 1 north of Route 288. Create a tax assessment district to provide funding for streetscape and beautification improvements and maintenance.	Transportation / Real Estate / Budget / Community Enhancement / Planning / JDA	Within 1 year (begin)	Mighty	CIP CDBG General Fund	Study completed, construction plans drafted, funding district enacted and improvements programmed, installed and maintained
19. Rehabilitation Financial Incentives. Develop program(s) to provide low interest loans and/or grants to homeowners, landlords, and businesses, to reinvest in properties along Jefferson Davis Highway. Such programs could emphasize façade, and site improvements.	Community Enhancement	Within 1 year, ongoing	Mighty	CDBG General Fund	Program created and funded by Board, additional incentives identified
20. Adult Education / Workforce Development Classes. Develop and deploy classes in the Plan area to support workforce development on topics such as technology and English proficiency; as well as self-improvement classes on topics such as health, personal finance, and safety.	TBD – county	Within 1 year; ongoing	Moderate-Mighty	TBD	Curriculum developed, advertised, and implemented
21. Community Resource Center. Develop a community resource center along Jefferson Davis Highway to provide the community with a wide range of government, health, and educational services locally. Such center could also host community events and even a farmer's market.	Capital Projects / Parks / Social Services / Mental Health / Libraries	Within 1 year (begin)	Mighty	CDBG General Fund	Study completed. Facility designed, funded, built, or leased and occupied

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
<u>22. Jefferson Davis Highway Community Events.</u> Develop and hold annual events celebrating the history, diversity, and assets of the Jefferson Davis corridor to strengthen community identity and pride. Hold events such as neighborhood/ business/ waterway cleanup days to beautify community.	JDA / Parks & Recreation	Within 1 year, ongoing	Moderate	CDBG General Fund District Funds	At least one annual event created and held, supported by county
<u>23. Community Service Inventory.</u> Create an inventory of non-profit, church-based, government and private programs that provide services to the Jefferson Davis community and publicize this information to the community.	JDA / Community Enhancement	Within 1 year	Modest	N/A	Inventory created and maintained with county support
<u>24. Comprehensive Medical Services Facility.</u> In partnership with state agencies, and local private and non-profit healthcare entities, pursue the creation of a behavioral and physical health facility within the community. This facility should provide affordable care to the community and include 24-hour emergency care, along with community resource center functions centered on mental health/social services programs.	Community Enhancement / Planning / Health / Partner	Within 1 year (begin)	Moderate / Mighty	TBD	Study completed. Facility built or leased and opened.
<u>25. New Revitalization Zoning District.</u> Create a new zoning classification that would encourage owners of property zoned General Business (C-5) to rezone such properties for less intense use by providing a wider range of uses (such as higher density residential uses incorporated into a mixed use projects).	Planning / Community Enhancement	Within 1 year	Modest / Moderate	N/A	Ordinance amendment adopted by Board

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
26. Zoning Density Bonus. Increased unit yield to Plan densities in exchange for provision of affordable housing units and/or redevelopment of existing substandard housing.	Planning	Within 1 year	Modest / Moderate	N/A	Ordinance amendment adopted by Board
27. Annual Job Fair. Hold an annual job fair within the Plan area and encourage participation by area employers.	JDA / Bizworks / Human Services	Within 1 year	Moderate	N/A	Fair held annually, assisted by county
28. Mercado. Explore potential locations and designs within the corridor to develop an outdoor market/green space for community gatherings. Study potential funding sources.	Planning / Community Enhancement / Parks & Recreation	Within 1 year (begin)	Moderate / Mighty	N/A	Study completed. Facility designed, funded, and constructed.
29. Jefferson Davis Highway Police Residency. Develop financial incentives to encourage county police to reside in neighborhoods within the Plan area to increase sense of safety in community.	Police / Budget	Within 1 year	Moderate / Mighty	General Fund	Incentives identified and funded.
30. Business License / Use Monitoring Study. Conduct a study of how best to monitor new business licenses in revitalization areas to ensure uses are legal and meet zoning requirements.	Planning / Community Enhancement	Within 1 year	Moderate	N/A	Study completed and presented to County Administration
31. JDA Executive Director. Work with the JDA to find funding to hire an Executive Director to coordinate community activities, as well as enhance membership and programs on behalf of the JDA.	JDA / Community Enhancement	Within 1 year	Moderate	CDBG General Fund	Position created and filled (seed)
32. Historic Tax Credit Program. Partner with the private sector to evaluate establishment of a historic tax credit program in the Plan area.	Community Enhancement	Within 3 years	Moderate	N/A	Study completed, may include recommended actions

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
33. Business Relocation Assistance. Approach business owners of uses that do not comply with the Plan to assist voluntary relocation of such businesses to more compatible locations. Consider incentives such as fee waivers and expedited permitting.	Economic Development	Within 3 years	Modest-Mighty	N/A	Process developed, area business owners contacted for interest
34. Environmental Remediation Assistance. Create a program and funding source to support and encourage environmental site remediation activities on former commercial and industrial properties. This program could be in the form of loans or grants to encourage redevelopment of impaired properties and to restore environmental quality.	Environmental Engineering / Community Enhancement	Within 3-5 years	Mighty	CDBG Federal/State? General Fund	Program created and funded by Board
35. Jefferson Davis Highway Community Tax Increment Financing District. Evaluate the feasibility, costs, and benefits of creating a Tax Increment Financing district to earmark future property tax revenue increases within the plan geography toward public improvement projects within the community.	Real Estate / Budget / Community Enhancement / Planning	Within 2 years	Moderate	N/A	Financing district evaluated
Infrastructure Improvement. Design, fund and construct the road, park and utility improvements recommended by the special area plan.	Transportation / Parks & Recreation / Utilities / Planning	Ongoing	Moderate-Mighty	General Fund CDBG Other	Improved roads, parks, and utility systems
Asset Based Community Development. Encourage and support citizen-driven asset based community development initiatives.	Social Services / Community Enhancement	Ongoing	Moderate	TBD	Build staff capacity and fund assistance programs

Northern Jefferson Davis Special Area Plan Implementation					
Action	Project Lead	Priority	Difficulty	Funding Options	Desired Outcome / Deliverables
JDA Support. Continue working with the JDA to develop their self-sufficiency. County should assist in creation of work programs, strategic planning, membership drives and positive community outreach activities, events, and marketing.	Community Enhancement / Planning / Other	Ongoing	Modest	N/A	Ongoing support to community-based organization
Jefferson Davis Highway Neighborhood and Business Watches. Proactively approach community entities in the Plan area to develop neighborhood and business watches to aid in crime prevention and police-community relationship building.	Police / JDA	Ongoing	Moderate	N/A	Neighborhoods and businesses contacted and new watches established
Inventories of existing conditions. Produce and maintain inventories of the condition of uses, sites and structures that contribute to the health of the community or may require attention due to poor condition of improvements, underutilization of property, or obsolescence of uses. This inventory should be updated regularly and used as a tool for advancing the revitalization recommendations of this Plan.	Community Enhancement / Planning / Other	Ongoing	Modest	N/A	Ongoing efforts to create and maintain inventories.

Implementation Summary

Priority	Action	Timeframe							
		Month 1	Month 2	Month 3	3-6 Months	6-12 Months	1-3 Years	3-5 Years	5+ Years
1	Revitalization Area								
2	Neighborhood Enhancement Program								
3	Redevelopment Policy								
4	Transit Coordinator								
5	Regional Meeting						(held annually)		
6	Code Enforcement Policy								
7	Neighborhood & Business Clean Up Assistance								
8	Housing Rehabilitation Zone (Code Amendment)								
9	New Design Standards (Code Amendment)								
10	Rezoning Incentives (Code Amendment)								
11	Market/Publicize Incentives								
12	Tax Exemption Programs (Code Amendment)								
13	Demolition Assistance								
14	Community Safety Education Program								
15	Human Services Coordinator								
16	Homeowner Education & Training								
17	Revitalization Entity Study								
18	Streetscape Improvements					Design	Construction Plans, Funding, Build		
19	Rehabilitation Financial Incentives								
20	Adult Education/Workforce Development								
21	Community Resource Center					Study	Design, Fund, Build		
22	Jefferson Davis Community Events								
23	Community Service Inventory								
24	Comprehensive Medical Services Facility					Study	Build/Locate, Open		
25	New Revitalization Zoning District (Code Amendment)								
26	Zoning Density Bonus (Code Amendment)								
27	Annual Job Fair						(held annually)		
28	Mercado					Study	Design, Fund, Build		
29	Police Residency Program								
30	Business License Use/Monitoring Study								
31	JDA Executive Director								
32	Historic Tax Credit Study								
33	Business Relocation Assistance								
34	Environmental Remediation Assistance								
35	Tax Increment Financing District								

Action	Timeframe							
	Month 1	Month 2	Month 3	3-6 Months	6-12 Months	1-3 Years	3-5 Years	5+ Years
Infrastructure Improvement (ongoing)								
Asset Based Community Development (ongoing)								
JDA Support (ongoing)								
Jefferson Davis Neighborhood & Business Watches (ongoing)								
Inventories of existing conditions (ongoing)								

Land Use Plan Categories and Map

The Land Use Plan does not rezone property. Rather, the Plan provides guidance for future land use decisions. The Land Use Plan does not impact continuation of existing legal land uses or other uses permitted by existing zoning of individual properties.

SUBURBAN RESIDENTIAL II

Density: 2.0 to 4.0 dwellings per acre

Equivalent Zoning: R-25; R-15; R-12; New R Categories

Uses

The following uses are appropriate:

- Single family dwellings on lots ranging between 12,000 and 25,000 square feet.
- Dwellings on smaller lots or condominiums under the following circumstances:
 - Development design and quality complements and enhances the surrounding residential area.
 - Primary access is directly to a major roadway and not through an existing residential development having an average lot size larger than that proposed by the development.
 - Compensating usable open space maintains the overall density recommendations.
 - Quality design standards which could include the provision of sidewalks, street trees, site and individual lot landscaping, quality and variety of architectural design, garage orientation and hardscaped driveways.

Utilities

New subdivision or condominium development will use the public water and wastewater systems.

Development Consideration Adjacent to Existing Neighborhoods

Densities and lot sizes of existing residentially zoned neighborhoods should be maintained. As new development proposals come forward, densities, average lot sizes, house sizes and quality of existing residential neighborhoods should be closely considered when new development borders, and has primary access through, these existing residential neighborhoods by way of adjacent local subdivision roads.

MEDIUM-HIGH DENSITY RESIDENTIAL**Density: Minimum 4.0 to 8.0 dwellings per acre*****Equivalent Zoning: R-7 Updated; R-9 Updated; R-TH Updated; R-MF Updated; New R Categories*****Uses**

The following uses are appropriate:

- Various residential types including, but not limited to, single family, two-family, zero lot line, townhouse, condominium, and multifamily dwellings. Projects should be developed at the minimum densities suggested for this land use category.

Design

These developments should be integrated with surrounding similar residential projects and commercial services through site design and provision of road and sidewalk connectivity. Developments should incorporate usable open space. Design standards could include the provision of sidewalks, street trees, site and individual lot landscaping, quality and variety of architectural design, garage orientation and hardscaped driveways.

In addition to the above design standards, incorporation of Traditional Residential Neighborhood design standards is encouraged. Design standards could include a grid of frequently interconnected internal roads and alleys, sidewalks, and public places; dwellings with shallow setbacks adjacent to sidewalks along internal roads having on-street parking; pedestrian-scale streetscape and streetlight design; and other similar features.

Utilities

New subdivision, condominium, or multifamily development will use the public water and wastewater systems.

HIGH DENSITY RESIDENTIAL**Density: Minimum 8.0 to 12.0 dwellings per acre*****Equivalent Zoning: R-TH Updated; R-MF Updated; New R Categories*****Uses**

The following uses are appropriate:

- Various residential types including, but not limited to, single family, two-family, zero lot line, townhouse, condominium, and multifamily dwellings. Projects should be developed at the minimum densities suggested for this land use category.

Design

These developments should be integrated with surrounding similar residential projects and commercial services through site design and provision of road and sidewalk connectivity. Developments should incorporate usable open space. Design standards could include the provision of sidewalks, street trees, site and individual lot landscaping, quality and variety of architectural design, garage orientation and hardscaped driveways.

Utilities

New subdivision or condominium development will use the public water and wastewater systems.

RESIDENTIAL MIXED USE**Density: Minimum 12.0 dwellings per acre, plus integrated commercial*****Equivalent Zoning: New R-MF Mixed Use Category*****Uses**

The following uses are appropriate:

- Integrated mixture of higher density residential and concentrated commercial uses located on tracts having sufficient size to accommodate such mixtures. The majority of uses within these developments should be residential. Non-residential uses should be developed in conjunction with higher density residential uses. The residential component of each project should be developed at, or exceeding, the maximum densities suggested for High Density Residential areas.
- Commercial uses should primarily be those that serve neighborhood-wide trade areas (Neighborhood Business C-2). Limited commercial uses that serve community-wide trade areas (Community Business C-3) may be appropriate under certain circumstances, provided these should not include automobile-oriented uses such as automobile and automobile parts sales, automobile repair, car washes, and gasoline sales.

Design

Uses should be incorporated into multi-story buildings with a maximum of four (4) stories, with residential uses on the upper floor(s) of a building and non-residential uses on the ground floor. Should non-residential uses be developed without residential uses, such non-residential uses should adhere to the development standards that apply to the preferred pattern of integrated residential and non-residential uses.

Utilities

New development will use the public water and wastewater systems.

NEIGHBORHOOD OFFICE (Not all potential sites identified on Land Use Plan Map)***Equivalent Zoning: O-1; O-2 Limited*****Uses**

The following uses are appropriate:

- Professional and administrative offices or similar uses. Typical uses could include doctor, lawyer, accountant, and real estate offices.

Development within Residential Areas

When located within a residential area, such uses should be those that offer professional services primarily to customers from immediate neighborhoods. In this instance, special consideration should be given to ensure compatibility with, and minimize impacts on, existing or future residential development. This should include limiting the size of sites, individual offices, and buildings; and employing residential architectural features. (Equivalent zoning category O-1)

Development Adjacent to, but not within, Residential Areas

When located on sites of limited acreage and depth; fronting an arterial road; and adjacent to, but not within, a residential area, design should provide compatibility with, and minimize the impact on, adjacent residential development. (Equivalent zoning category O-2 Limited)

Sites Not Identified on the Land Use Plan Map

In addition to the sites shown on the Land Use Plan Map, other locations may be appropriate if located at intersecting collector and/or arterial roads; and are either located within planned subdivision developments or areas shown on the Land Use Plan Map for Rural Residential/Agricultural or Residential Agricultural. In these instances, special consideration should be given to ensure compatibility with, and minimize impacts on, existing or future residential development. This could include minimizing the size of sites and individual buildings; and employing residential architectural features. (Equivalent zoning category O-1)

NEIGHBORHOOD BUSINESS***Equivalent Zoning: C-2*****Uses**

The following uses are appropriate:

- Commercial uses that serve neighborhood-wide trade areas. Such uses attract customers residing in neighborhoods within a small geographical area. The size of individual stores is typically larger than that found in a Convenience Business area; and uses are located completely within an enclosed building. Typical uses could include grocery stores, clothing stores, medical clinics, hardware stores, restaurants or other uses that primarily serve weekly or bi-weekly household needs.

COMMUNITY BUSINESS***Equivalent Zoning: C-3*****Uses**

The following uses are appropriate:

- Commercial uses that serve community-wide trade areas. Such uses generally attract customers living or working within an approximate radius of 10 miles. Typical uses could include large grocery stores, department stores, home centers, limited repair services or other uses that provide goods and services that are purchased on a less frequent basis than those uses in Convenience or Neighborhood Business areas. Limited outside storage and display may occur as accessory to the primary uses.

COMMUNITY MIXED USE***Equivalent Zoning: New C-3 Mixed Use Category; TND Updated*****Uses**

The following uses are appropriate:

- Integrated mixture of concentrated commercial and higher density residential uses with public spaces, located on tracts having sufficient size to accommodate such mixtures. The majority of uses within these developments should be commercial and office. Residential uses should be developed in conjunction with the non-residential uses. The residential component of each project should be developed at, or exceeding, the maximum densities suggested for the High Density Residential areas. These mixed use areas are generally located at the intersection of arterial roads.
- Commercial uses are those that serve community-wide trade areas. Such uses generally attract customers living or working within an approximate radius of 10 miles. Typical uses could include large grocery stores, department stores, home centers, limited repair services or other uses that provide goods and services that are purchased on a less frequent basis than those uses in Convenience or Neighborhood Business areas. Limited outside storage and display may occur as accessory to the primary uses.
- Higher density residential uses should be located within these mixed uses areas, but should not be the predominate use. These uses could be incorporated vertically (on the upper floors of a building occupied by non-residential uses on lower floors) or horizontally (within separate buildings from the non-residential uses).

Design

In some instances, Urban or Traditional Neighborhood design standards should be employed to ensure integration of uses, and should achieve high intensity and density development. Flexibility in typical zoning standards should be used to encourage innovative and creative design and high-quality development. These standards could incorporate a grid of frequently interconnected roads and alleys, sidewalks and public places having a pedestrian scale with close attention to walking distances between uses; buildings with shallow setbacks adjacent to sidewalks along roads having on- street parking; and pedestrian-scale streetscape and streetlight design, signs, and other similar features.

GENERAL BUSINESS***Equivalent Zoning: C-5; I-1*****Uses**

The following uses are appropriate:

- Intense commercial uses which normally have outside display and storage areas. Typical commercial uses could include motor vehicle related uses, contractor shops and storage yards, manufactured home sales, truck terminals, repair services or other uses that serve customers' specialized needs.
- Light industrial/research and development uses. Typical uses could include various types of laboratories; offices; warehousing; and optical goods, cosmetic, jewelry, musical instruments, and artist materials manufacturing.

REGIONAL MIXED USE***Equivalent Zoning: C-4 Updated*****Uses**

The following uses are appropriate:

- Integrated mixture of highly concentrated corporate office, commercial, light industrial/research and development, and higher density residential uses with public spaces, located on large tracts of land generally at the interchange of arterials and limited access roads. While the uses permitted are generally similar to those recommended within Community Mixed Use areas, Regional Mixed Use areas are generally larger, more densely and intensely developed with structured parking and often occupied by uses having a regional customer draw. The majority of uses within these developments should be commercial, office, research and development, and light industrial uses. Residential uses should be developed in conjunction with the non-residential uses. The residential component of each project should be developed at, or exceeding, the maximum densities suggested for the High Density Residential areas.
- Commercial uses which generally attract customers living or working within an approximate radius of 20 miles or more. Typical uses could include those found in Community Business areas such as grocery stores, department stores, home centers, limited repair services or other uses that provide goods and services that are purchased on a less frequent basis than those provided in other

commercial areas. Uses tend to be of a much larger scale than those in other commercial areas. Limited outside storage and display may occur as accessory to the primary uses.

- Corporate Office/Research and Development/Light Industrial uses which provide for major regional employment opportunities.
- Higher density residential uses should be located within these mixed use areas, but not be the predominate use. These uses could be incorporated vertically (on the upper floors of a building occupied by non-residential uses on lower floors) or horizontally (within separate buildings from the non-residential uses).

Design

In some instances, Urban or Traditional Neighborhood design standards should be employed to ensure integration of uses, and should achieve high intensity and density development. Flexibility in typical zoning standards should be used to encourage innovative and creative design and high-quality development. These standards could incorporate a grid of frequently interconnected roads and alleys, sidewalks and public places having a pedestrian scale with close attention to walking distances between uses; buildings with shallow setbacks adjacent to sidewalks along roads having on- street parking; and pedestrian-scale streetscape and streetlight design, signs, and other similar features.

CORPORATE OFFICE/RESEARCH AND DEVELOPMENT/LIGHT INDUSTRIAL

Equivalent Zoning: O-2; I-1; I-2 Limited

Uses

The following uses are appropriate:

- Corporate office, research, laboratories, and light manufacturing and assembly uses that are generally dependent upon raw materials first processed elsewhere. The uses are located completely within an enclosed building. Typical uses could include corporate headquarter offices and various types of laboratories; warehousing; and optical goods, cosmetic, jewelry, musical instruments, and artist materials manufacturing. (Equivalent zoning categories O-2 and I-1).
- Moderate industrial uses when designed, located and/or oriented to ensure compatibility with less intense uses; and are of a nature that has a similar impact as light manufacturing/research and development uses. Typical uses could include furniture, noodle, dairy and sign manufacturing. (Equivalent zoning category I-2).

Under certain circumstances, within larger tracts developed for industrial uses, integrated supporting retail and service uses.

INDUSTRIAL***Equivalent Zoning: I-2; I-3*****Uses**

The following uses are appropriate:

- Moderate to intense manufacturing uses that are generally dependent upon the processing of raw materials, and uses normally have associated outside storage areas. Typical uses could include paint, tobacco products, paper, rubber, plastic, and cement manufacturing; truck terminals; and boat repair.
- Under certain circumstances, within larger tracts developed for industrial uses, integrated supporting retail and service uses.

INSTITUTIONAL***Equivalent Zoning: Various categories***

As of the date of the Land Use Plan Map, state-owned property and facilities used for the purposes of higher education or incarceration/detention.

CONSERVATION/RECREATION***Equivalent Zoning: All zoning districts***

As of the date of the Land Use Plan Map, federal, state and county parklands, and privately owned land held in voluntary public or private trust for the purpose of preserving or promoting natural function, character, or historic significance.

Land Use Plan Map Notes**AREA NOTES****Note 9: East line of Jefferson Davis Highway between City of Richmond and Chippenham Parkway**

In this area, industrial should not front along Jefferson Davis Highway but be oriented internally to the property and be visually screened from Jefferson Davis Highway through landscaping, decorative fencing, or architectural treatment to buildings.

Note 10: East of the CSX Railroad and west line of I-95

In this area, industrial uses should be limited to low impact I-1 and I-2 uses, with access restricted to Bellwood Road, to minimize adverse impacts on area neighborhoods.

Note 11: North and south of Willis Road, east of I-95

Industrial uses in this area are appropriate if properties are aggregated under a unified plan of development that addresses access and compatibility with remaining residences and neighborhoods.

Note 12: Northeast quadrant of Jefferson Davis Highway and Rt. 288

Uses should be developed under a unified plan of development that addresses access and compatibility with existing residences and neighborhoods. Higher density residential uses would be appropriate for a limited depth along Jefferson Davis Highway and should be integrated vertically and horizontally with commercial, office and/or service uses primarily designed to serve the needs of nearby residents, businesses, and employees.

Note 13: Southeast quadrant of Jefferson Davis Highway and Rt. 288

Non-residential uses may be appropriate if access, transition, and mitigation issues relative to adjacent neighborhoods are addressed.

Note 14: Jefferson Davis Highway between Chippenham Pkwy and Falling Creek

Commercial uses may be appropriate under a unified plan of development that includes high quality design features at this important community gateway. Higher density residential uses would be appropriate if integrated vertically and horizontally with commercial, office and/or service uses primarily designed to serve the needs of nearby residents, businesses, and employees

Note 15: Northeast quadrant of Jefferson Davis Highway and Old Bermuda Hundred Road.

A mix of higher density residential, commercial and service uses may be appropriate in this area if properties are aggregated and/or developed under a unified or coordinated plan that addresses pedestrian and vehicular access between sites and to public roads, integration of uses, and compatibility with surrounding development.

Note: the following land use map is provided for illustrative purposes only and will be incorporated into the countywide land use plan map as found in Chapter 10: The Land Use Plan of the Comprehensive Plan.

